

Wednesday This 24 hours Begins With Bright Wind
Sept^r 4 from the WNW At 10 Am in Morning
1802 Sail and Oars and Top & Sail
Latter Set Morning Sail Men'd C.B.S
Wind merr so Cal'd this
Latⁿ in 41:46 Long^y in 54:43

Thursday This 24 hours Begins With Light Wind
Sept^r 5 and Thick Weather
1802 Middle Part the like same
Latter Light Air from the NW
Men'd C.B.S With All Set so Cal'd
Latⁿ in 41:45 Long^y in 53:20

Friday First Part Bright Wind from the
Sept^r 6 NW Men'd Craft 11 6 AM in
1802 P & sail single Brest the
At 10 P. the Double Brest the
had Mizen & top sail and P. & L. Sails
one Ship sailing to the Westward
had Chains All the Middle Part
Latter Part More Moderate Craft
Set C.B. & sail and Oars 5 PM
Wind so Cal'd Latⁿ in 42:19 Long^y in 52

Saturday This 24 hours Begins With Bright Wind
Sept^r 7 from the N.E. Men'd C.B.S
1802 Midl. Part Moderate Weather Latter
Employ'd Drisking out Water W
so Cal'd Latⁿ in 42:04 Long^y in 49

Monday
Septth 5
1802

Drift Part Gentle Breeze from the West
Steered S.W. & With all sail set heavy
swal all the middle part from the
W.N.W. Latter Part Drifted fore
Top bollard sail so. Can. this

Lat^a in 41: 42 Long^a in 45: 47 W

Monday
Septth 6
1802

Drift Part of this 24 hours Begins
With light air from the N.W.
Steered S.E. Middle Part Calm
Latter Part Gentle Breeze and Cloudy
W.D. at S.E. At Maresa Took
to the S.W. people Employed
in Ship. Vets. so. Can. this

Lat^a in 42: 11 Long^a in 44: 47

Monday
Septth 7
1802

Drift Part Brigh. W.D. At Maresa
Steered to the S.W. With all sail
set at 6 fathoms. Hoist the topsails
and W.D. and Rain All the middle
part Latter Part Brigh. this from the
Eastward Steered to the S.E. so. Can.

Lat^a in 41: 19 Long^a in 44: 50

Wednesday
Septth 9
1802

Drift Part Gentle Breeze from
the Eastward Steered to the S.E.
Saw three sail Middle Part Brigh.
W.D. Middle Latter Part Brigh.
W.D. and squally At Maresa
Top sail so. Can. Lat^a in 40: 25
Long^a in 43: 40 W

Thursday
Sept^r 9th
1802

This 24 hours Began With Bright
W.D. from the Eastward Came then
NE upon the W.D. With Double Bright
T sails At 6 AM Set T & Sails
Latter Part Bright W.D. So Came
Latⁿ in $39^{\circ} 27'$ Long^t in $42^{\circ} 03'$

Friday
Sept^r 10th
1802

Bright Part Bright W.D. headed
T & Sails took one Reef in the
Top sail one sail in sight
Middle Part Squally At 6 AM
cut Reefs At 10 Vette in Reefs
So Came Latⁿ in $39^{\circ} 20'$ Long^t in $39^{\circ} 47'$

Saturday
Sept^r 11th
1802

Bright Part Bright W.D. and Clear
1 AM Set H & T & Sails
Middle Part Squally Weather W.D.
the NE then to the SE With
All sail set So Came then
Latⁿ in $38^{\circ} 43'$ Long^t in $38^{\circ} 06'$

Sunday
Sept^r 12th
1802

Bright Part Light Show of Rain
Middle Part Light Sails and Clear
Latter Part Calm So Came

(3)

Latⁿ in $37^{\circ} 59'$ Long^t in 37°

Monday
Sept^r 13th
1802

First Part. Calm Middle Part Light
Air from the Southward Steer'd to the ESE
With All Sail Set to the Part the Like
Sain Saw number of Dolphin Round the
Ship So Cand Lett in $38^{\circ} 53'$ Long in $37^{\circ} 26'$

Tuesday
Sept^r 14th
1802

First Part Light Air from the NE
Steer'd ESE With All Sail Set Middle
Part Calm to the Part Light Breezes
At Noon Steer'd ESE Set All the
Light Sails So Cand then on Board
Lett in $38^{\circ} 34'$ Long in $36^{\circ} 35'$ - W

Wednesday
Sept^r 15th
1802

First Part Gentle Breezes from the NW
Steer'd SE by E With All Sail Set except
Compl'd in Ship Duty Middle Part
With the NW & A NW Steer'd ESE
Latter Part Light Show of Rain
Lett in $38^{\circ} 26'$ Long in $33^{\circ} 18'$ West

Thursday
Sept^r 16th
1802

First Light Show of Rain
At 6 AM Spike a Brigg with her
A-Topmast Gun She was from Lisbon
Bound for Tacuz We Surpl'd her with
one Hogg'd of Ormead At 10 AM Saw
Small and Pico Barning OBS 19 Sugs. Wt.
So Cand Lett in $38^{\circ} 29'$ Long in $31^{\circ} 28'$

Friday
Sept^r 17th
1802

First Part Light Air from the NE
Steer'd E Middle Part Calm to the
Part Light Air At Maradan Pico
Bore NE 18 Sugs. Wt. So Cand the
Lett in $37^{\circ} 58'$ - North

Saturday
Sept^r 18
1802

This 24 hours began with a light breeze
breeze coming making Spangum
At 6 AM was Bore NNE 17 fathoms
Which I take my drift to be in the
Lat of $38^{\circ} 29'$ Long $28^{\circ} 20'$ West
Latter Part Drift W. 1/2 N. At NNE
Steered SSE with all sail set
Lat $36^{\circ} 58'$ Long in $26^{\circ} 56'$ West

Sunday
Sept^r 19
1802

Drift Part Drift W. 1/2 N. At NNE
Steered SSE with all sail set
At 8 AM in Steering sail and Top & sail
Drift W. 1/2 N. All the latter part at
NNE Steered SSE to E. and then
Lat $33^{\circ} 57'$ Long in $24^{\circ} 41'$

Monday
Sept^r 20
1802

Drift Drift W. 1/2 N. from the NNE
SSE with all sail set Middle
Part Squally At 2 AM Drift M. T. sail
At 3 o'clock Drift E. T. sail latter
Part had W. 1/2 N. sail set to E. and
Lat $31^{\circ} 07'$ Long in $22^{\circ} 29'$ West

Tuesday
Sept^r 21
1802

Drift Part Drift W. 1/2 N. from the NE
Cross Steered SSE SSE Middle Part
Squally Latter Part Drift Breeze At
NE Steered South with all sail set
Lat $28^{\circ} 03'$ Long in $22^{\circ} 09'$ West

(5)

Wednesday
Sept^r 22
1802

Drift East Pleasant Weather Mid. from
the N. E. Steer South All sail out
People Employ'd Making Riggs and other
Ships Duty Middle Part Pleasant Weather
Latter Part the like same so on
Lat^d in $26:06^{\circ}$ Long^d in $21:38^{\circ}$ West

Thursday
Sept^r 23

Drift East Pleasant Weather Mid. At Coast
Steer South With All sail S. & People
Employ'd Making Riggs Middle Part the
like same Latter Part Pleasant Weather
the Water & Greenwich Coast saw some
Scup. Shells so on Lat^d in $24:18^{\circ}$ Long^d in $20:52^{\circ}$

Friday
Sept^r 24
1802

Drift East Pleasant Weather People Employ'd
Making Riggs and other Ships Duty
the Water Greenwich Coast Middle Part
Steer S. W. Latter Part Wind from NW
to N. E. so on Lat^d in $23:02^{\circ}$ Long^d in $20:52^{\circ}$

Saturday
Sept^r 25
1802

Drift East Light Air and thick
Weather People Employ'd on Ships Duty
At 12 Night set Steering Sail
The Port & Gentle Breeze At N. E.
Steer S. W. so on Lat^d in $22:01^{\circ}$
Long^d in $20:50^{\circ}$ Variation by Sun $16:00^{\circ}$ West

Sunday

Sept^r the 26

1802

First Part About Weather and
Smooth Sea At 1 AM In Steering
Sail Middle and I to the Part of
Large Seal from the N N W
So Can. Lat in $19:56$ Long in $20:50$

Monday

Sept^r 27

1802

First Part Squally Wind At 1 PM
At 1 PM in T & - Sail and Double
Heft the Topgalls and held to the
W N W Breeze Wind and Thick Weather
All the Middle Part At 4 AM Took
Ship held to the ESE Saw one
Sail Latter Part Calm People
Employed in Ship Duty So Can.
Lat in $19:25$ Long in $21:2$

Tuesday

Sept^r the 28

1802

First Part Begins With Calm
4 AM Took Breeze from the
W N W Made Sail held to the SE
Middle Part At Steering Sail Latter
Part About Weather People Employed in Ship
Duty So Can. Lat in $18:14$ Long $21:54$

Wednesday

Sept^r the 29

1802

(7)

First Part Gentle Breeze Steered S & E
Wind At Night At 2 AM Caught
a Porpoise At 6 AM In Steering Sail
and held up with 4 or 5 At At
Maradan Spoke a Ship from London
Bound for Africa So Can.
Lat in $16:12$ Longitude in 21

Thursday
 September 30th
 1802
 First Boat Sheet Weather Made
 At 11 AM Stead W.B.M. With All Sail
 Set At 8 AM hauled D 3 sail & single
 Draft the Topmasts and hauled to the CB
 At 12 Night Tacked to the W.W.M.
 At 5 AM Made All Sail Stead
 W.W.M. At 10 AM Saw Red Sail
 Bearing NW By W 20 Leagues Dist
 S. C. D. d. W. i. 16:35 Longitude 22:38

Friday
 October
 1st
 1802
 First Boat Sheet Weather All hands
 Employed Dredging Cable At 2 PM
 Saw Bonaventure Bearing SWB W
 At 6 P.M. Spoke the Ship Maria
 B of 849 from New Bedford At 8
 P.M. Dye under the three Topmasts
 At 5 AM Drove A Way Set All
 Sail Stead W.W.M. S. C. D.

Saturday
 October
 2nd
 1802
 First Boat Sheet Breeze At 2
 PM Came to anchor in Bonaville
 in 5 fathoms Water and Moved
 With the Breeze to the NW
 Light Wind During the Night
 At 10 AM Came in the Ship
 Minerva Capt. Kiddier 39 Boys
 out S. C. D. All hands Employed
 in the Breeze

Sunday
October
the
3
1802

This 24 hours Begins With Bright
Trails and Clear Come in A Ship
from Hartford At 4 AM Sailed the
Ship Maria All hand Employed Taking
Salt on Board of Cotton hide & Coals

Monday
October
the
4
1802

This 24 hours Begins With Bright
Mid Sailed 2 Ship All hand
Employed Taking of Salt Lotte
Part the like Sain & Coals

Tuesday
October
the
5
1802

First Part Bright Mid. At
4 AM S. & under way in Company
With the Manarabay and Sailed
for J. May At 8 the
SE Port of Hancock Bone
3 Lugs Left At 12 here
At 6 Made Sail Stand Still
At 10 AM Saw J. May Baring
NE 5 Lugs Left At 11 Left
Recapt the Topsails and had off
With hand poles & Coals this

Wednesday
October
the
6
1802

First Part hand poles At 8
Stand & BM under Left Recapt
Topsails Middle Part the like Sain
Lotte Part. Little Saw and sail
under the Land & Coals this

Thursday
October 7
1802
Drift Boat Begins With Equally With
Middle Part Light fair bye under
our three Topsails during the night
the part gentle Trade we stand in
for the land saw three sail So E. & S.

Friday
October 8
1802
Drift Boat Begins With Middle Part
Light fair At 5 PM Bore up for
the Sea harbor But we found we
could not get any salt so we Bore
up for St. Jago in Company with
the Ship Manaraway Captain Kidd
So E. & S. this All Well

Saturday
October 9
1802
Drift Boat Begins With Drift and heavy
Weather At 5 PM Came to Anchor
in Portopray in 10 fathoms Water
in Company with Captain Kidd
Middle and better Part All hands
Employed Trading So E. & S. this

Sunday
October 10
1802
Drift Boat Begins With Drift
At 2 PM Both Ships
got under way and bye off and on
with the to. Both with on shore
to Trade At 4 PM they came off
so we Bore up and stand S. & E. At 8 PM
St. Jago Bore. At 11 PM 2 Large S. H. At 2
AM saw on Ship Making Signals But could
not get to us at the same time Dropped some
Man overboard But we got him a gain

Monday
October
11
1802

First Part Breeze All hand
Employd Hoisting Calles and Anchors
Middle and Latter Part the like
Sain Carpenter Employ Building
hogg house So on. Stood S.B.E
Latter 11:24 Long 22:30

Tuesday
October
12
1802

First Part Breeze All hand
Employd Breaking out the hals
After Bred and Water Middle Part
Breeze Weather Latter Part Calm
and Light Shower of Rain So on
L.H. 10:42 Long 22:28

Wednesday
October
13
1802

This 24 hours Begin with Squally
Weather At 8 AM Double Breeze
At 11 AM Topsail hauled. 9 Miles
Topsail At 2 PM More Madnet
At 4 Miles Topsail Let one Reef
At 11 AM Topsail Let 3 sails
and Sails. Latter Part Wind from
the NW Stood S.W. upon the
Wind So on L.H. 10:00 Long 24:41

Thursday
October
14
1802

This 24 hours Begin with Light Air
and Shower of Rain Middle Part the
like Sain Latter Part hauled
Shower So on. Stood S.B.W.
Latter 9:36 Long 24:47

Sunday
 October 13
 1802
 The 24 hours Begin with a
 weather and light rain all day
 Employed saving Chain Water
 Middle Part Calm Latter Part
 Brisk Wind at Night Wind NE
 So Cal. with hard squalls of rain
 No obs the S. 28:57 Long 21:31

Saturday
 October 16
 1802
 Drift Part Brisk Wind from the
 NW Wind shifted South on the Wind
 Middle Part Gentle Gale and small
 shower of rain latter Brisk Gale
 Ship Manarva is large on the Lee Quarter
 So Cal. Latter 17:50 Long 20:52

Sunday
 October 17
 1802
 Drift Part Brisk Wind and flying
 Clouds Wind at NW Wind shifted NE
 Middle Part the Light Rain Latter
 Part & the Sun nothing of the
 Ship Manarva So Cal. Latter 6:35 Long 19:36

Monday
 October 18
 1802
 Drift Part B. Part weather Wind
 from the NW Wind shifted NE upon
 the Wind Middle Part B. the
 Breeze and Clear Latter Part
 Brisk Wind and thick weather All
 day Employed saving in Regatta
 the M. T. and So Cal.
 Latter 5:50 Long 18:29

Thursday
October
19
1802

Drift East by the Wind NE & S. E. Light
Cloudy Weather. Middle Part the
Ship to the Westward Caught two
Porpoises Middle Part had Mounds
of Chain Latter Part More Moderate
Set Top & Sail So. East. This
Latⁿ is $3^{\circ} 59'$ Long^d $19^{\circ} 15'$ West

Wednesday
October
20
1802

Drift East by the Breezes and
Cloudy Weather Middle Part the
Ship Sailed Caught on Porpoises All
hand Employed Sailing in Squads in
the A. D. Sail So. East. This
Latⁿ is $4^{\circ} 50'$ Long^d $20^{\circ} 44'$

Thursday
October
21
1802

Drift by the Breezes from the NE
Sailed to the Westward with All Sail
Set People Employed in Ship Duties
Middle Part saw Black fish Part of
Struck one Part made the hauls so
We came on Board People Employed
on Duty is 2 Latⁿ $4^{\circ} 28'$ Long^d $21^{\circ} 25'$

Friday
October
22
1802

Drift East Light Air from the
NE. Weather W. W. W. Middle
Part Light Air and Breeze Weather
Latter Part NE. S. E. S. E. S. E. S. E.
Caught with hand Phoebe & others
So. East Latⁿ $4^{\circ} 14'$ Long^d $22^{\circ} 14'$

Saturday
 October 13th
 1802
 Drift Part Light M.D. 11:00
 and hard rains over the
 ground Squash till the middle part
 till 10 AM. and 10 PM. 5:00
 At 8 AM set 5:00 sail
 to the East Bright Trade at 100
 Miles. 100 to 100. This
 Lat. 3:14 N Long 22:50 W

Sunday
 October 14th
 1802
 Drift Part Bright Trade 10:00
 Employed in Ship Duty
 Middle Part Bright Trade and
 flying Clouds. Little Part the
 like rain Lat. 01:30 N Long 24:28

Monday
 October 15th
 1802
 Drift Part West Trade
 Sea Blackish. Middle Part Clouds
 Weather Little Part the like rain
 All hands Employed setting the sea
 compass to 100. Varied 16:00 W
 Lat. in 00:00 South Long. 25:58 W

Tuesday
 October 16th
 1802
 Drift Part West Trade 10:00
 Employed in Ship Duty
 Middle Part West Trade. Middle Part
 Lat. 01:41 South Long. 25:59
 Variation By Compass 16:08 W

Wednesday
October 27
1802
Drift Part Modest Breezes and
Clear All hand on duty
Middle Part Little Trade and Small
Sea Little Part the Like Same
Lat: $3:00^{\circ}$ Long: $26:34^{\circ}$ West
Variation By Azimuth $09:00^{\circ}$

Thursday
October 28
1802
Drift Part Modest Trade and Small
Sea Breeze Employed in Ship Bunting
Middle Part Bright Trade and Clear
Merid. 11 M. Little Part the Like
Same Lat: $05:24^{\circ}$ South Long: $27:11^{\circ}$

Friday
October 29
1802
Drift Part Begins With Squalls
Weather and Light Shower of Rain
Middle Part Modest Weather Little
Part Employed Breaking up the Weather
and Area to Coast the Merid. 10 M
Lat: $07:26^{\circ}$ South Long: $27:54^{\circ}$

Saturday
October 30
1802
Drift Part Begins With Bright
Trade and Clear Merid. 10 M
All hand Employed handling our
knives and Heals Little Part
Bright Merid. and Squalls
Merid. 10 M. Lat: 66° Day out

Lat: $10:08^{\circ}$ Long: $29:00^{\circ}$

Wednesday
at 10:00
the
31
1802

Drift Part Light had a
Single Drifted in M.p. 7:00
Middle Part Thick Weather Part At
E.B. I think M.M. latter Part set
the anchor and steering S.W. by S. by
S.W. Lat: 12:53 South Long: 24:32 W.

Monday
November
the Drift
1802

Drift Part Light Drifted At E.B.
I think M.M. with all sail set
Middle Part I + G. S. steering sail
latter Part Light Drifted to E.B.
Lat: 14:04 South Long: 30:14 W.

Tuesday
November
the
1802

Drift Part Light Drifted At E.B.
We I think M.M. with all sail set
saw two hump back, Middle Part
light sail from the O.C. I think
M.M. latter Part Drifted out the
after pole and overhauled the Reef
at Dark Lat: 16:05 Long: 30:55

Wednesday
November
the
3

1802

Drift Part Light Mid. and Variable
Large Swell from the S.W.
Middle Part the S.W. Spinn. At
5 AM saw a ship standing to the
N.W. latter Part set the Breech
Lat: 18:00 South
Long: 31:47 W.

Thursday
November 4
1802

Drift Part. In the Dead end of the
Sail from the South At 10 AM Saw a
Ship standing to the NW toward At 6 PM
Saw a vessel at 3-4 yards to Repair
Saw and sail to the NW At 10 PM
up at 3-4 yards to the NW. At 11 PM
Saw a vessel at 11 PM Lat. 14° 05' South
Long. 32° 03' West

Friday
November 5
1802

Drift Part. In the Breeze and I saw
Saw from the NE Saw one Sail
Middle Part (Saw) Weather. Latter
Part Squally W. At 11 PM
I W. D. to the Cape Employed working
the Cable and Repairing M. D. 3-4
Lat. 12° 58' Long. 33° 16'

Saturday
November 6
1802

Drift Part. Light Show of Rain
W. from the E. At 11 PM
Middle Part Light W. and variable with
Light Show of Rain At 9 AM
to the NW Cable Latter Part Employed
Repairing the old Cable to the NW
Lat. 12° 05' Long. 33° 18' Variation 20° 15'

Sunday
November 7
1802

Drift Part. Breeze weather W. At 11 PM
NW Wind I W. D. W. D. Wind one hour
Saw a vessel Employed Repairing Sail
Middle Part Light W. and variable
Latter Part the like Rain to the NW
Lat. 12° 04' Long. 33° 48'

Monday
November 8
1802

This hot hours began with light wind
and variable with light breeze of rain
At 2 PM Dried Ship to the Middle
Middle Part had wash and Squally breeze
Pop - S - Sail Dried Mizen Pop Sail
At 3 AM Set Main Pop - S - Sail
At 6 AM Set Mizen Sails W.D. from
the SE Steered SW by S & Co. D. this
Latⁿ 24:07 South Long^d 35:53

Tuesday
November 9
1802

Drift Part on the Breeze from the SE
Steered SW by S with All Sail Set
Middle Part Drift W.D. and Clear
Latter Part Breeze and Mizen
Pop sail saw him back & Co. D.
with Drift Wind Steered
SW by S Latⁿ 25:19 Long^d 38:00

Wednesday
November 10
1802

Drift Part Drift W.D. At NW
Steered SW by S Employed Bending
Main Stay sail Middle Part Drift
W.D. Steered SW at 6 PM had
Main Sail & Co. D. Recd Main
Pop sail NW on this day Latⁿ 26:54 Long^d 40:46

Thursday
November 11
1802

Drift Part Drift W.D. from the
NW Steered SW at 2 PM Set
Main Stay sail saw some Abler tugs
At 7 PM Recd S. and Mizen Pop sail
At 9 AM light and Called Recd
the Pop sail W.D. from the SW Steered
to the NE & Co. D. this
Latⁿ 29:32 Long^d 41:13 West

Friday
November
12
1802

First Boat sent from the S.W.
Ship to the N.E. at 2 PM hauled the
Oft Deck down Poffail at 8 PM
Packed Ship to the Westward at 11 PM
hauled Main Poffail at 1 AM S.A.
Main Poffail at 6 AM out Reef
at 10 S.A. S.A. Main Sail and
Sill and single Reef Poffail on
S.A. at 28:26 Long in 41:25 W.A.
Variable by Air 7:50 E

Saturday
November
13
1802

First Boat Brip. W.A. from the
Ship to the W.N.W. at 2 PM
S.A. S.A. Sail at 8 PM Pack to
the S.E. at 10 S.A. Pack to the
Westward at 1 AM Pack to the S.E.
at 4 S.A. Pack to the W.N.W.
S.A. Boat Calm Overboard getting out
Poffail water and stowing in S.A. so
on S.A. at 28:10 Long in 41:55

Sunday
November
14
1802

First Boat Light from the N.E. Ship
to the S.W. at 7 PM finished stowing
Down Middle Boat to the Druggs
at N.E. Ship to the S.W. at 5 AM began
to Brack out the Harbor Side and
stow S.A. water to the Boat to the
Galley and Olfet to the S.A. this
Last Day at 28:20 South
Long in 42:54 W.A.

Monday

November
15

1802

Bright Part Employed Stowing up the
Standing Triggan

Middle Part Light Air from the
NW at the Part Brest New Main
Sailed So on 1st at 19:29 South
Length 43:51 West

Tuesday

November
16

1802

Bright Part Light Wind from the
Southward Stead to the Westward

Middle Part Calm Latter Part
S. the All hand Employed on the
Triggan Caught a long turker
So on 1st at Stead Sailed
South by 29:50 Length 44:44

Wednesday

November
17

1802

This 24 hours Begins with Light
Air from the NE All hand

Employed in Ship's Duty Middle Part
Bright Wind at NW Stead SW
At 4 AM in Steering Sails and Sailed
with a Sailing Shift of Wind from the
NW At 11 AM Tackled to the Westward
South by 50:52 Length 45:58

Thursday

November
18

1802

This 24 hours Begins with gentle breeze
from the NW Stead to the Westward

Employed Preparing Sails Middle Part
Light Wind and Latter Part hard Wind
in Steering Sails and Tackled to the
South Doubled the Sails had the Sails Part
Sew Top 8-2 and Holed 31:30 Length 46:53

Friday
November ^{the} 19th
1802

This 24 hours Begin with Drift Wind
and flying Clouds saw turtle and Black
Bills Middle Part More Modest S.A. out
the Reef S.A. Main Top & Sail
At 8 AM S.A. up P.P. & yard
At 10 S.A. hand, I Top & sail single
Caught the Top sail Wind from the
W.W. then S.W. At Maroon
Sailed Caught the Top sail S. Co. I.
Employed Repairing Sail
Lat. $33^{\circ} 09'$ Long. $46^{\circ} 42'$ W
Variation By Amplit. $11^{\circ} 18' E$

Saturday
November ^{the} 20th
1802

This 24 hours Begin with hard
S.A. from the W.W. All hands
Employed Repairing Sails
Middle Part More Modest S.A. out
the Reef S.A. Top & Sail, and bill
Mast sail At 6 AM Light Wind from
the S.W. Tack to the Westward At
9 AM Tack to the Solly Beate on
S.A. S. Co. I. Lat. $34^{\circ} 09'$ Long. $46^{\circ} 50'$

Sunday
November ^{the} 21st
1802

This 24 hours Begin with Drift
Wind At 1 PM Tack to the
N.E. saw a Sail to the W.W.
At 4 P.M. Tack to the W.W.
hand, I Top & Sail At 12 Sailed
S.A. at Bottom Hoist all the Middle Part
At 2 AM Caught Top sail At 7 AM
More Modest S.A. in the Tops and Tack to
the S.W. Lat. $33^{\circ} 42'$ Long. $47^{\circ} 03'$

Monday
 began the
 22
 1802
 This 24 hours began with 8. the Breeze
 from the NW at 3 Am (Sail) Ship to
 the Westward and sail to the new
 Middle part light seen and clear latter
 part calm employed weighing the Weight
 Lat^d is 33: 48 Long^d 47: 50 West

Tuesday
 November 23
 1802
 Drift part light W.D. from the ESE
 Stead W.D. at 4 Am Set Steering
 Sails Middle part light West the
 latter part the like same W.D. At 10
 Stead W.D. so on. this all well
 Lat^d is 34: 28 Long^d is 50: 25 West

Wednesday
 November 24
 1802
 Drift part light W.D. and thick
 weather W.D. At 10 Stead W.D.
 At 6 Am observed the water to have a
 greenish cast and heavy At 11 night
 sounded 8. 4 fms Bottom with 170 fathoms
 of line Caught two porpoises one
 sail in sight At Maradan sounded
 3. 4 fms Bottom in 50 fathoms water
 in the Lat^d of 34: 58 South Long^d 52: 05 West

Thursday
 November 25
 1802
 Drift part of this 24 hours began
 with light seen from the South
 At 6 Am sounded in 25 fathoms
 then (Sail) and. Mid off with light
 seen At 11 AM sounded in 45
 fms. Breeze all the Middle part
 one sail in sight to the ESE
 so on. this all well on (Breeze)
 Lat^d 35: 21 0
 Long^d is 50 fathoms water

Any day
November
the
26
1802

This 24 hours Begin with the
Breezy and Clear At 2 PM Spoke
the Cryptian Capt. J. J. Capt. Aitch
out on Board saw one sail to the
NW At 4 PM Capt. Aitch came
on Board At 8 PM Spoke ship to
the SW At 2 AM the Breeze
from the NW Steadily SW Set Morning
sails. At the Capt. Aitch was in strong sail
Cryptian out of sight to the SW. The
Lat. $37^{\circ} 07'$ Long. in $52^{\circ} 49'$ W. At

Critterus
Capt. J. J.
J. J. Adams
Capt. Aitch

Saturday
November
the
27
1802

This 24 hours Begin with Breeze with
from the NW Steadily SW
At 8 AM Capt. Aitch Spoke At
11 AM ~~the~~ More Modest Set out the
Breeze Set Spoke - 8 - Sails and Masts
to the Port with the sails At 1 PM
Crossed Steadily SW to the SW. The
Lat. $38^{\circ} 46'$ Long. $54^{\circ} 14'$ W. At

Sunday
November
the
28
1802

This 24 hours Begin with Light Air
At 10 AM Set Steady Sail with At
1 PM Steadily SW At 8 AM saw
two sail to the NW to the Port saw
High Whaler to the SW. The on Board
Lat. $39^{\circ} 36'$ Long. $56^{\circ} 11'$ Spoke $12^{\circ} 20'$ W. At

Monday
November
the
29
1802

This 24 hours Begin with the Breeze
At 1 PM Steadily SW At 4 PM in strong
sail to the SW Spoke 8 - Sails At the SW with the
Sails with much lightning and Thunder
to the Port More Modest Masts Spoke
with At 1 PM Steadily SW to the SW
Lat. $40^{\circ} 59'$ Long. in $57^{\circ} 05'$ W. At

Thursday
November
30
1802
Drift East North West from the
NO stand to the NW. Saw one Ship on
the Sea Bore Middle Part Light Air
Saw two Ship Taging Calm from 12 to 4
Light Air at stand sail. So Can I
Lat in $41:41$ Long in $57:56$ West

Wednesday
December
the Drift
1802
Drift Light W.I. from the NW
stand South with all sail at 2
PM. Went the new Main sail saw
number of Right Whales Drift W.I.
All the Middle Part L. the Port the L. the
Saw so Can I this Lat in $45:51$ South
Variation $19:57$ Change $60:03$ West

Thursday
December
2
1802
This 24 hours began with the South Breeze
and heavy weather. At 4 PM in stand sail
at a little Port the new Fore sail
W.I. at NW stand NW at 7 PM
at Fore-I steering sail and Breech South
Saw all the Middle Part at 5 AM
Bright W.I. in steering steering sail and
Breech at 10 L. the Double Drift the
Top sail so Can I. Employed Chopping Sails
Lat in $46:57$ Long in $64:24$ West

Friday
December
3
1802
Drift East hard W.I. at W.I.
stand NW. All hand Employed
Chopping sails Middle Part Light
Air and at 1 PM at out the Reef set
Top & sail L. the Part Calm Calm
All hand Employed Chopping sail
so Can I this All Well on Board
Lat by $47:08$ Long in $64:59$

Saturday
December
the
4
1802

This 24 hours Begun With Light Air from
the N E then I saw people employed
in Ships Duty Middle Part Bright Gale
took in the Storing Sail and Picked up
4 AM More Modest S. A Storing Sails
Latter Part Employed Storing the Decks
over the Lasterdack so on I then
Lat^d 51° 08' Long^d 63° 41'

Sunday
December
the
5
1802

First Part Most Weather and Smooth
Sea people employed in Ships Duty
At 5 AM Sailed S. A Bottom in 76 fathoms
St. A Storing Sails then I saw the Mid. A
with Latter Part Bright Mid. A with
Lat^d 51° 27' Long^d 65° 22'
Variation of Angle 22° 30'

Monday
December
the
6
1802

First Part Bright Mid. A 2 PM
then I saw the At Maroon Sailed S. A
Bottom in 85 fathoms. Middle Part hand
Mid. from the WNW then I saw the At 10 AM
Left the Port Sails At 2 AM hauled
A and Mizen Reefed At 6 Sailed Port
Bottom in 75 fathoms At 8 AM Mac. Sail
with Bright Mid. A and Land
Lat^d 53° 22' Long^d 66° 03' W

Tuesday
December
the
7
1802

Bright Mid. from the WNW then I saw the
At 4 AM saw the high Land of Sordal fogs
Barren from S. A to S. W. 15 Leagues Left
At 7 AM the saw the Land Barren. O. O.
16 Leagues Left At Storing Sails then I saw
At 4 AM took a signal from the S. A. W.
Left the Port Sails Latter Part More
Modest I 4 out the Reef then I saw the
At NW that Land Barren NW so on I
Lat^d 53° 00' Long^d 65° 29' W

Wednesday
December 4th
1804

Thursday
December
1802

This 24 hours began with squalls of rain and hail from the NW. We then got south with a fair swell from the SW. Middle bar 7 D. 9. LA. We left the port squalling at 10 AM being kept the papers so on. With squalls of hail from the NW. We stood off to the south. Latitude 36° 45' Longitude 66° 49'

Variation from m. 27:416

1802
 December 10
 1802

Saturday
December
the
11
1802

This 24 hours Began with squally
weather and mild variable N & S. Wind
on the breeze and thick weather
At 10 AM Middle part the like
sail At 4 AM Shift of wind At 4
o'clock hand wind hand Main sail and
the Topsail set down Main Top. S. yard
At 9 AM set (left) Reef Main Top sail
So Can. with hand Sails At 3 PM
We stood on to the WNW
Lat By 57: 11 long 68: 20

Sunday
December
the
12
1802

This 24 hours Began with hand Sails
from the NW and heavy squalls from
At 4 AM set Port Reef fore and Mizzen
Topsail At 6 AM set the Port Reef Topsail
At 9 AM spoke the ship Olga from
London Capt. Allen Middle part hand
Sails Little part the like Sails At 10
AM Recd the fore sail So Can. with
strong Sails No. 1 By 57: 34
Long 68: 40 W. 1/2 N

Capt. Allen
Told us that he
saw Cape Horn
yesterday at 12 o'clock

Monday
December
13
1802

This 24 hours Began with strong Sails
from the WNW MS had to the South
At 7 AM hand (left) Reef Main
Topsail and wore ship to the WNW At 8
o'clock hand the Reef fore sail and have two
under Reef Main Topsail hoisted Topsail Masts
with hand Sails At 1 PM set the Reef
fore sail with hand Sails and squalls
of snow So Can. one sail in sight
Lat By 57: 10 long 68: 37

Thursday

December the
14

1802

Drift Part More Modest At 2 AM
Set haul fore sail At 3 AM
up Main P. S. Mast Set out the
At 10 AM Pack Ship to the NW
Chang All the Middle Part At 7 AM
Caught the Topsail hauled Main Sail
and Dribble At 7 AM Set out the Hook
Set Main sail and Dribble
With the Ship Chaya So Cond
No al. L. 57: 55 Longd. 69: 27

Wednesday

December the
15

1802

Drift Part Chang Weather At 4 AM
Set a strong sail to seaward Middle Part
Calm light Air At 4 AM At 10 light
Breezes from the NW then WNW Set
up Main Top S. yard So Cond this
Lat. 57: 55 Longd. 69: 47

Thursday

December the
16

1802

Drift Part Thick Chang Weather
W. I. from the NW then WNW
At 6 AM Doubled the Topsail
hauled Main sail At 10 AM
hauled fore Top sail At 12 AM
hoisted Topsail Set fore Main P. S. yard
At 3 P. M. More Modest Set the Top sail
At 10 AM Set a single reef Top sail
and Main sail Set up Top S. yard So Cond
Lat. 57: 55 Longd. 70: 25

Friday

December the
17

1802

Drift Part "Si the Breezes" from the NW
W. I. to the NW Middle Part Thick
Chang Weather Lat. Part the V. S. Sails
S. P. S. then WNW W. I. At NW
No al. 58: 36 Longd. 70: 51

Saturday

December the
18

1802

Drift Part Drift W. I. and Chang Middle
Part Drift W. I. and Chang At 2 AM
Caught the Top sail Lat. Part More Modest
Set out one reef So Cond W. I. At NW
then WNW Lat. 58: 34 Longd. 75: 56

Sunday
December the
19
1802

Drift East Brigh W.S. At NWB
At 3 PM upon the W.S.
At 4 AM Drifted ship to the NWB light
through of hair all the middle part of the ship
but soon before 5 PM the ship is down
but it up again at 6 PM then on board
Lat is $57^{\circ} 58'$ Long $76^{\circ} 24'$ North Ship 24' 00"

Monday
December the
20
1802

Drift East Brigh W.S. from the Westward
At 8 PM upon the W.S. At 8 PM Drifted to
the SW At 12 Brigh W.S. and Chain At 1 PM
At 5 AM hauled Main Top - 8 - sail At 7 AM
Doubled Drift the Top sail At 10 AM the ship
hoof hauled Main sail so that with hauled sail
Lat is $57^{\circ} 25'$ Long $79^{\circ} 04'$ W.S.

Tuesday
December the
21
1802

Drift East hauled sail At WNW At 1 PM
Drifted the fore sail and hauled it back
under the stay sail At 4 PM the more ship
to the NW and Drifted Main and Mizzen
stay sail Rig in the till boom hauled
Main Top - 8 - Mast with hauled sail
At 10 AM Drifted fore sail and Main Top sail
At 11 AM hauled Main Top sail with hauled
sail and hauled sea Lat the Port more Meds
At the Top sail then WNW W.S. At 1 PM
Lat is $57^{\circ} 03'$ Long $80^{\circ} 06'$ W.S.

Wednesday
December the
22
1802

Drift East Brigh W.S. and equally then
WNW W.S. At 1 PM At 4 AM Drifted
Drifted Main Top sail At 8 AM the
At 1 PM Drifted Mizzen Top sail At
10 AM Drifted Main sail hauled up Main
Top - 8 - Mast Lat one Drifted out the Top
sail Rig out the till boom At the till
then NW so that then on board
Lat is $55^{\circ} 30'$ Long $81^{\circ} 13'$ W.S.

Thursday
December the
25
1802

First Part Bright Wind At NW
Wind NW At 4 AM Steered NW by N
Set single Reef Main Top sail Middle Part
Thick heavy Weather At 10 AM hauled
Main sail and Jib At 1 AM Doublet Reef
the Top sail At 4 AM the Light Breeze
the Top sail and were ship to the SW
At 10 AM Breeze the Fore sail hauled
Down and Main Top sail and have two
under Reef Stag sail with head down
No change this Day By Land Bar. $54:55$ Long. $81:55$

Friday
December the
24
1802

First Part had Gale At NW At 4 AM
Wind shifted to the NW At 6 AM were
ship to the NW by N Middle Part Move Masted
At 2 AM Set the Light Reef Top sail and
Fore sail Wind At NW Steered NW by N At 8 AM
Set out the Reef Set Main sail At 10 AM
up Main Top - 8 - yard So Can. this
Latitude $54:59$ South Longitude $81:07$ West

Saturday
December the
25
1802

First Part Be the Breeze At NW Steered
NW by N with all sail Set Middle Part Set
Stowing sail At 8 AM took on Steering
sail Little Part Squally Wind At NW Steered
NW upon the Wind So Can. this on Road
Latitude By obs. $54:55$ Long. $81:28$ West

Sunday
December the
26
1802

First Part Bright Wind At NW Steered
North At 10 AM Breeze the Top sail
and hauled Main sail and Pack. to the
SW At 4 AM Pack. to the NW
Set Fore and Mizzen Top sail
Little Part Attended with hand
Squally So Can. this Latitude $50:18$
Longitude $80:36$ West

Monday
December ~~the~~
27
1802

Drift East hard Gale At 2 O'Clock
Caught the Top Sail Mid. At 3 O'Clock
Went to the SW by S at 3 Am observed the water
to have a greenish cast. Sailed from land at 6 Am
Went ship to the SW by S at 9 Am
Caught the Bore sail At 4 AM Went
Ship to the NW by W at 11 AM and
the water Blue At 11 AM observed
the water to be green. So Cal'd. N^o obs
Lat By Vade. Dec. 50:00 Long. 80:50

Tuesday
December ~~the~~
28
1802

Drift East hard W.I. and Chain the
water greenish. Caught Middle Part Went
Ship to the Southward At 2 AM
Went Ship to the NW at 4 Am
Sailed and saw the land But could not
parten. it At 6 mid. At 11 AM
Went Ship to the NW at 10 Am
Caught the Top sail, Bore sail
and still attended with hard W.I. and
Chain All the latter Part of the Day
Lat By D. R. 49:22 Long. 81:19
Variation N. by E 19:30 East

Wednesday
December ~~the~~
29
1802

Drift East Bright W.I. at 11 AM
and hard Chain At 2 O'Clock Bore
Caught Main Top Sail. Bore
of SW by S Blue Water At 12 O'Clock
Went Ship to the NW at 2 Am set
Bore Top sail but one head out Main Top sail
set Main sail and still W.I. shifted to the
SW then NW by W at 4 AM Main Top sail
yard At 11 AM W.I. At 12 O'Clock
So Cal'd with Bright and Chain
Lat By Vade 48:38 Long. 81:35

Thursday

December the 30

1802

Drift part Began with Breeze W. S. from the NW. and then at 11 AM Single Sheet Main. Top sail at 2 AM. Drift part the Top sail. and 2 Main sail and Gill Mizen Top sail at 6 AM. Then Main Top - 8 - yard headed fore Top sail at 9 AM. the more ship to the SW. at 11 AM. the more ship to the NW. W. S. at 11 AM. at 12 AM. Top sail so close with head Squall N. also Lat by obs. $44^{\circ} 25'$ Long $80^{\circ} 56'$

Friday

December the 31

1802

Drift part Breeze W. S. and Squally at 2 AM. Set Main sail and Gill and Single Sheet Main Top sail at 4 AM. the Sheet Main Top sail. Drift part Mizen Top sail at 9 AM. headed the Gill at 1 AM. headed Main. sail at 4 AM. the Drift part Main Top sail headed fore and Mizen Top sail at 6 AM. Set Drift part fore Top sail at 8 AM. Set Mizen Top sail and Single Sheet fore and Main Top sail and Main sail and Gill Set up Main Top - 8 - yard so close with Breeze W. S. at 10 AM. then NW. W. S. Lat by obs. $44^{\circ} 30'$ Long $81^{\circ} 20'$

Saturday

January the 1st

1803

Drift part Be the Gale from the NW. then I was all hand. Employed Making Sails for Shinden Middle. Part Drift weather at 10 AM. Top sail then NW. W. S. at 11 AM. All hand. Employed on Ship. Saty so close then Lat by obs. $44^{\circ} 30'$ Long $81^{\circ} 06'$

Variation of Ampt. 18. 1/2 East

Sunday
 Renewing ^{the} 2
 1803

First Part Light Wind and Small Showers of
 Rain then I N E All hands Employed
 Making Sags for Shins At 6 Am Bright
 Wind and Squally took one Sheet in each
 Pop sail had 1 Main Pop - 8 - sail At 4 Am
 More Modest Let out the Sheet Let Main
 Pop - 8 - sail and Sail At 6 Am S. E. Force
 Popmatt and Love Steering sail At 10 Am
 Put our Beets on the Crane and the
 Goal over the Stern Wind At 11 Am
 then I N E So Ran I. then do nothing
 Lat $39^{\circ} 49'$ Long $79^{\circ} 33'$ W

Monday
 Renewing ^{the} 3
 1803

First Part Breeze Weather and Gentle Sails At
 11 Am then I N E At 7 Am took in the
 Steering sail took two Sheets in the Fore
 Pop sail had 1 Main sail At 4 Am Let
 out the Sheet Let Steering sail Light
 Wind and Breeze Weather Saw Ship and Bank
 Squall So Ran Lat $38^{\circ} 59'$ Long $78^{\circ} 02'$
 Variation 16° South $17^{\circ} 30'$ East

Tuesday
 Renewing ^{the} 4
 1803

First Part Breeze Weather Wind At N N W
 then I N E Saw Bank Squall and
 humpback At 10 Am took in the Steering
 sail Wind At North. Saw Ship and Bank
 Lat $38^{\circ} 53'$ Long $77^{\circ} 05'$ W
 Variation 16° South $16^{\circ} 45'$ East

Wednesday
 Renewing ^{the} 5
 1803
 (53)

First Part Light Wind At N N W then I
 N E At 2 Am Saw the Cloud of Smoke
 Barring N N E At 10 Am Sails At 3 Am
 took Ship to the N N E Middle and the
 Port Breeze Weather So Ran I. then do nothing
 Lat $39^{\circ} 10'$ Long $75^{\circ} 49'$ W
 Variation 16° South $16^{\circ} 45'$ East

Thursday
January the 6
1803

Drift Boat Bluff & Weather At
Moradan Pack Ship to the NW
W.D. At NW Attended Weather At
High Seal from the NW
Middle Part Calm Little Boat
Bluff & Breeze At NW Attended
NW Drift L. H. 38:57 Long 74:22

Friday
January the 7
1803

Drift Boat Bluff & Weather Drift
in Ship. Breeze Middle & Little Boat
Bluff & Weather Attended NW Drift At NW
L. H. 36:58 Long 76:05 Water 12:29

Saturday
January the 8
1803

Drift Boat Bluff & Weather W.D. At
NW Attended NW Drift At 5 AM took in
the Storing Sails & Drift up NW At NW
Attended NW Drift Boat W.D. At NW
L. H. 35:36 Long 77:13

Sunday
January the 9
1803

Drift Boat W.D. At NW Drift NW
All hands Employed hunting the Storing
knave in Providence At 8 AM Squally
Drift Boat Main Top Sail At 10
More Medals Det. Storing Sails Attended NW
W.D. At NW Little Boat San. At NW
L. H. 33:38 Long 79:36

Monday
January the 10
1803

Drift Bluff & Weather in Breeze
At 5 PM San. Marfapara Barring
NW 12 Leagues with Middle Boat Light
At 4 AM the Island Bore O.B. I
Mo Pack Ship made to the O.B. I
So Don't think all well on Board
L. H. 33:38

Tuesday

January

the
11

1803

Shift East gentle Breeze At 2 P.M.

Set two Boats on Shore At 3 P.M.

Saw the Ship however Capt Perry

Middle Part Light off and on East Part

Set two Boats on Shore At 4 P.M.

With Calm

Wednesday

January

the
12

1803

Began With Calm With Air

from the NW Middle Part Light

Shore of Part Latter Part had Wind from

the NW and Light Sea So Calm this

Thursday

January

the
13

1803

Shift East More Motivated. Set one Boat

on Shore After Sun 1 P.M. At 7 P.M.

Came on Board With Number of Light

Middle Part Light Air Attended With High

Wind Latter Part the Like Rain Set

one Boat on Shore to Build our houses

So Calm this on Board the Lady Adams

Friday

January

the
14

1803

This 24 hours Began With Light Air

from the ENE People Employed

Ship's Duties Latter Part V. Chary

Sun Provision on Shore So Calm this

Saturday

January

the
15

1803

Began With Breeze & Weather V. Chary

Provision on Shore Middle Part

Breeze W. Latter Part V. Chary

Provision on Shore and sent All the

Shrimmers on Shore So Calm this

Sunday

January

the
16

1803

Began With Calm V. Chary Sun

Light Articles on Shore

Middle Part Gentle Breeze from the

SE Latter Part the Like Sun

Set one Boat on Shore So Calm this

(35)

Monday
January ^{the} 17
1803 This 24 hours. Begin with gentle breeze
from the S E At 8 Am our Boats
Returned on Board As Calm with Breeze
W.D. and Cloudy All Well on Board

Tuesday
January ^{the} 18
1803 Shift Part Begin with Breeze W.D.
Set one Boat on Shore At 5 Am
She Returned with light Middle Part
Strong Gale Doubtless Breeze the
Opposite Latter Part Set one Boat
on Shore As Calm this a Breeze

Wednesday
January ^{the} 19
1803 Begin with Strong Gale At 10 Am
At 3 Am Set one Boat Shipping
At 6 Am She Returned with Breeze
At 7 Am took our Boats on
Deck and lay off with light Breeze At
10 Am the Part land W.D. from the
S E the S off NW At Maraca Harp
Bore ON E - 7 Leagues off which I
took My Departure it being in the
lat 33: 49 Long 80: 40 Wgt

Thursday
January ^{the} 20
1803 Shift Part Strong Gale At 10 Am
Middle Part the S.E. Fair Lat.
Part the S.E. had Main Sail and
Mize Topped S. E. D. the S.E. W.D.
Lat 35: 45 Long 82: 00 Wgt

Friday
January ^{the} 21
1803 Begin with Strong Gale from the
S.E. W.D. lay off S.E. Middle and
S.E. Part the S.E. had Main Sail and
Mize Topped S. E. D. the S.E. W.D.
Lat 36: 25 Long 82: 40 Wgt

Saturday
Evening the 22nd
1803
Begin with strong gale at 2 PM
at 8 PM let the ship drift
with the last part more moderate so and the
last by abt 37:25 Long 83:58

Sunday
Evening the 23rd
1803
Drift East Employed Praking out the
Booms At 4 AM spoke the ship Alby Capt
Coffin from 22 tacks light air All the
middle part of the last the like since Capt
Dane on board so and the 37:51 South
Long 83:43 W. 1/2 N

Sunday
Evening the 24th
1803
Begin with light air At South
at 8 AM Middle part the like since
last by the Mid. so and in company
with the ship L. 37:56 Long 84:00

Tuesday
Evening the 25th
1803
Drift South Gale at night Wind East
in company the ship At 8 AM spoke
Main sail could not keep the ship At
2 AM had to let the ship drift At 4 AM
let the Main sail drift At 10 AM let
Main sail let one reef out and drift
so and with the ship L. 37:53
Long 84:39 W. 1/2 N

Wednesday
Evening the 26th
1803
Begin with strong Gale At 1 PM the
ship in company the ship At 4 PM
have two reefs out drift Main sail
At 4 PM made sail the ship so and
thence back and equal this day still hard
Employed Praking out old sail and other
ships duty so and the last 38:17 Long 85:58

Thursday
Evening the 27th
1803
Begin with bright Wind At 7 AM have
two reefs out drift Main sail in company
the ship At 4 PM made sail the ship
Capt saw the ship the ship
Capt saw equal so and the ship on board
last by abt 38:27 Long 86:31

Sunday
January 28
1803

Begins With Light Sun from the NW
and Steadily O.B.M. in Company the Ship
At 7 AM have two under Main Tack
Main Tack sail hauled to the NW At 9 AM
set the Fore sail At 5 AM set the
Tack sail At 8 AM the Ship of
Mocha and I saw one sail to the NW
At 10 AM the San Sparrow Whaler set out
one tack has Long Side Began to Cut
Mocha Sailing ENE 8 AM 10 Long, 20 E.

Tuesday
January 29
1803

Bright Wind At 1 AM set
the Whaler All in NW More Ship hauled
to the NW under Main Tack and
Fore sail Middle part Bright Wind
At 4 AM began to try saw one
sail to Windward Light from Mocha
15 Long, 20 E. this No. 10.

Wednesday
January 30
1803

Bright Wind All hand Employed
Tying At 1 AM Pack off Shore
Strong Gale All the Middle part
At 8 AM Pack on Shore in
Company the Ship Dr. Dr. I. this
Light from the Land 20 Long

Thursday
January 31
1803

Begins With Strong Gales At NE
At 8 AM finished Tying At 7 AM
Ship At 8 AM More Ship in Shore
Little part Made Run over 28
Barrels Dr. Dr. I. this

Friday
February 1
1803

Bright Part Bright Wind At 8 AM
have two under Main Tack At 9 AM
Main Tack sail hauled to the NW
At 10 AM of the Ship 12 Long

Wednesday
Febury the 2
1803
Bright W.D. During the night Mr
Lye off and on At 5 AM Down up
for Santa Marta in Company the
Atty At Maraca Came to Anchor
with the Buff Deer in 5 bottom
Motte Machine Mr found 2 canes &
Ships All hand Employed on the
Trigga so Can. the All well

Thursday
Febury 3
1803
Bright W.D. Got down Main Top Mast that
was sprung and got another one up
so Can. with strong Gale

Friday
Febury 4
1803
Begins with Moderate Weather and Breeze
Sent up Main Top & Mast All hand
Employed repairing the Trigga so Can.

Saturday
Febury the 5
1803
Begins with Moderate Weather All hand
Employed Duting off Mast and Water at
10 AM sent Ship down Coft. Whiff
and the hawover Coft. Barry so Can.

Sunday
Febury the 6
1803
Begins with Bright W.D. All hand
Employed Duting off Mast and Water
this Day Came in one Ship so Can.

Monday
Febury the 7
1803
Begins with Strong Gale from the SSE
All hand Employed Mending the Day
Came in the Ship budfan and the Ship
Edwin into the Sea harbour so Can.

Tuesday
Febury the 8
1803
Begins with Strong Gale At 9 AM 5
Ships got under way this Day All hand
Employed Mending and Watering so Can. the

Wednesday
Febury the 9
1803
Begins with Moderate Weather 8 AM sent
Mast and Water on board at night a
small Showering Rain so Can. the
the ship budfan

Sunday
 February 17
 1803
 Begins With Strong Gale from the NW
 At 7 AM Ware Ship to the NW at 2
 AM Ware Ship to the SE at 5 with the
 the Pop sail and Main sail out of our way
 Brought a Board of 8 Days in to the water
 So Ear. Light By 12:57: To South

Monday
 February 18
 1803
 Begins With Moderate Wind and Choppy Sea
 Saw two Sail at 5 AM Saw Spanish Whaler
 We put off a 1000 lb one But she was
 the before 19 MW came on board and
 had our ship to the SW at 2 AM had
 to the ESE Saw three Sail two of the
 cutting Whaler 1, Cor. 7. The third
 Light By 12:57: To South

Tuesday
 February 19
 1803
 Begins With Strong Gale Light Breeze
 the Pop sail the land is light at 2
 Can had, 1 Pine and 1000 Pop sail at 3
 AM Ware Ship to the ESE Saw one Sail
 So Ear. With land Gale Light By 12:57: To South

Sunday
 February 20
 1803
 Begins With land Gale At 10 AM
 At 4 PM Ware Ship to the NW at 5
 AM Ware Ship to the ESE So Ear. With
 Strong Gale At 10 PM Light By 12:57: To South

Monday
 February 21
 1803
 Begins With Strong Gale At 10 AM
 At 4 AM Ware Ship to the ESE at
 5 with the 1st All sail at 10 with the Pop
 the Ship the 1000 lb Pop sail at 10
 Now you to So Ear. Light By 12:57: To South

Tuesday
 February 22
 1803
 Begins With Light Wind and Smooth Sea
 Middle Part Strong Gale Scattered
 the Main Pop sail Light Breeze
 Mizen Pop sail Light of the land
 So Ear. Light By 12:57: To South

Wednesday
February 25
1803

Began with strong E. wind at 3 AM. Sailed
Ship with Master Mearns, Banning, Eight
Sails, & 100 Tons on Shore at
1 AM. Dredged the Shore by night. Sailed
At 4 AM. Sailed at 10 AM. Sailed
South by 36; 48 South

Thursday
February 26
1803

Began with hard S. by E. Wind. Sailed
Midnight. Sailed at 10 AM. Sailed
Shore. Sailed at 10 AM. Sailed

Friday
February 27
1803

Began with Bright W. Wind. Sailed
Sailed at 10 AM. Sailed at 10 AM. Sailed
Sailed at 10 AM. Sailed at 10 AM. Sailed
Sailed at 10 AM. Sailed at 10 AM. Sailed
Sailed at 10 AM. Sailed at 10 AM. Sailed

Saturday
February 28
1803

Began with strong E. wind at 10 AM. Sailed
in Shore at 10 AM. Sailed at 10 AM. Sailed
Banning, Dredged at 10 AM. Sailed at 10 AM. Sailed
Strong. Sailed at 10 AM. Sailed at 10 AM. Sailed
Shore. Sailed at 10 AM. Sailed at 10 AM. Sailed

Sunday
February 29
1803

Began with Bright W. Wind. At 5 AM. Sailed
off Shore at Midnight. Sailed in Shore
At 5 AM. Sailed at 10 AM. Sailed at 10 AM. Sailed
Main. Sailed at 10 AM. Sailed at 10 AM. Sailed
in. Sailed at 10 AM. Sailed at 10 AM. Sailed

Monday
February 28
1803

Began with Bright W. Wind. The Sailed in
Sailed at 10 AM. Sailed at 10 AM. Sailed at 10 AM. Sailed
Sailed at 10 AM. Sailed at 10 AM. Sailed at 10 AM. Sailed
Sailed at 10 AM. Sailed at 10 AM. Sailed at 10 AM. Sailed

Tuesday
March 1
1803

Began with Light S. Wind. At Night
Sent the Barge out and Masted. Sailed
At 6 AM. Sailed at 10 AM. Sailed at 10 AM. Sailed
Sailed at 10 AM. Sailed at 10 AM. Sailed at 10 AM. Sailed
Sailed at 10 AM. Sailed at 10 AM. Sailed at 10 AM. Sailed

Wednesday
March the
2
1803

Began with Light Air At North At
2 Am Sprake the Ship Battered & Mended
Churn & tuck. & with 30 Barrels of Spum
oil At 7 Am had Fire and Mize Dipsail
and haled to the crew At 8 AM got 10
sail in Company with the Brothers. Saw nothing
No Ob. S. ft of the Craft 23 Long

Thursday
March the
3
1803

Began with B. ft Weather and Smooth Sea Not
Saw no Whales. Middle East Sprake the
Ship had Fire and Dipsail. S. ft
of the Land 10 Long. L. ft. By 37: 28

Friday
March the
4
1803

Began with B. ft Weather At 4 Am
Sprake Dipsail Along Middle East Light
Air. L. ft. East of the S. East. No Ob.

Saturday
March the
5
1803

Began with Thick Weather. Saw two sail
At 6 AM had Fire and Mize Dipsail
At 8 AM Made Sail. At 8 of the Saw
Spum Whales No Out off and got one
Grass har Long S. ft. Began to Cut
S. ft of the Land 10 Long. No Ob.

Sunday
March the
6
1803

Began with Strong Gale At 7 Am
Got the B. ft. All in and by 8
the had Sailing the night At 9 Am
Strong Gale No Out from the had. L. ft.
Saw Strong Gale. S. ft. Double Dipsail
S. East. L. ft. in 37: 57 South

At St
Mary's
Island

Monday
March the
7
1803

Began with Strong Gale At 3 Am
Came the Anchor in South Mary's
While we saw Number of Ships At
6 Am Began to Prge Middle East
More Madnet so East. This or Dead

Tuesday
March the
8
1803

Began with Light Air at 9 Am
B. ft. Began and Began to N. East
S. East. With B. ft. Weather

Wednesday March ^{the} 9 1803	Begin With Brip. W. S. At 11 AM Heard all from L. M. Port sent one Boat on shore After W. S. E. S.
Thursday March ^{the} 10 1803	Begin With strong W. S. sent one Boat on shore After W. S. I said this day Capt. Coffin & Co. this
Friday March ^{the} 11 1803	Begin With light W. S. At 11 AM sent one Boat After W. S. & I wrote latter part the weather much the same as before
Saturday March ^{the} 12 1803	Begin With light Breeze At 11 AM cleared house sent one Boat After W. S. I wrote latter part same as before
Sunday March ^{the} 13 1803	Begin With strong Gale & long swell At 8 AM on wind ship At 9 AM began to let our anchor in Company with number of ships to our sister ship. We parted the cable which caught our to come to anchor Jan came in 4 Miles of ship. Is same as before
Monday March ^{the} 14 1803	Begin With strong Gale At South We Employ our selves to hit our anchor But the sea being choppy we could not in the After noon one ship parted her cable Is same as before
Tuesday March ^{the} 15 1803	Begin With light Air At 5 AM we set our 1st anchor At 10 AM set and W. S. with light Air and rain Is same as before
Wednesday March ^{the} 16 1803	Begin With light Air At 11 AM and rain At night heard 9 Guns and Miss Explosion At 4 AM set all sail then we W. S. At 11 AM saw one sail At Maradan 9 Miles in the Latitude of 36:43 the Patterns of Conspiration Barring 2000 4 Miles light At 6 AM came to anchor in 4 fathoms water & made with the boy to the NW of 4 fathoms water Is same as before

Sailed
4 PM

Conspiration

Begin With Modest Mother At 4 Am
Came on Board the Schooner Boat But found
Nothing They Wait on Shore At 5 Am Came
In one Ship to Board this

Began with Light Air at 11 AM at 7 AM
Capt. Hatch went on shore & I got some
Improvements Middle Part Stronger & so on.

Began with Moder. & West. At 9 AM Capt. B. with Mr. on shore At 10 Capt. B. & the party Began with. Came in the ship barlogua and ship Haven to and ship Wake of her & so Ed. this

Begin with the 24th Nov 1897 and go to
the end of the 24th Dec 1897.

Begins with Report Weather Received on Board
2 Ballnets 7 Sack. Prof 3 Sack Beans 3 Sack
Flour 5 Sack Potatoes 3 Sack Molasses 2 Sack
onions and Sun for the 19 Cans then All well

Begins with light W. I. At N. 1/2 Middle
Part. h. P. and latter our B. N. h.
Middle and latter part. Grain S. Cal. then

Begins With Moderate Weather At 8 AM.
Got under way in company with Hudson
Capt. Parker Middle. Lt. McCreary and
Dent one Beate on shore and brought off
Sam Jacobs and then we bore up or Co. I.

Begin with Brisk M.I. at 5 AM All
hand Employed Hoisting Cables and Anchors
At Sunset the Confection I had Bare O.E.
4 days left. M.I. I took My Capt. Mr
Sterid our Capt. for the Island of Manafatu
So can leave 35. 18. hired - 75. 11 M

Begin with strong wind. At South the
wind was middle part. I was
in the last light show of rain so out
with 34. 77 South. 77. 77. 77.

Saturday
March the 26th
1803
Begin with Breeze N.E. and Flag at
5 Am Jan J. Amfarnadon Baring M.V. N
10 Leage V. H. At 4 it Bore with Boate
offed Bore N.W. & Leage V. H. 12 At Night
A Bore N.E. & Leage V. H. At 6 Am Jan
Marjafuro Baring M.V. 1st Leage V. H.
Jan 3 Sail S. E. D. Latt in $33:23$
Long in $80:26$

Sunday
March the 27th
1803
Offet 4 Boats At 1 Am Sprake the Ship
Manaravay Capt. hidden Middle Part Offet
W. the latter part the L. he Sam Employed
the Day Landing Provisions & Cans.

Monday
March the 28th
1803
Begin with Moderate Breeze At 1 Am Jan 3
one Boate Load of Provisions Middle Part
Jan 3 latter part Breeze M.D. & D. Vane
Boats S. E. D. the All N.W.

Tuesday
March the 29th
1803
Begin with Breeze M.D. At 1 Am Employed
Landing of Wood for Capt. hidden Latter
part the L. he Sam S. E. D. with Strong
M.D. At N.W.

Wednesday
March the 30th
1803
Begin with Strong M.D. At M.V. Employed
Landing of Wood for Capt. hidden
Latter part V. H. & one Boate Load
of Provisions S. E. D. the

Thursday
March the 31st
1803
Begin with Strong M.D. At N.W.
Latter part L. D. Sam Provision S. E.
Cans the

Friday
April the 1st
1803
Begin with Strong M.D. At M.V.
At 4 Am Stevedore for the Island of
the Ambush in Company the Ship
Manaravay Capt. hidden At Sunset
Marjafuro Bore N.W. & Leage V. H. Latter
part Night M.D. S. E. D.
Latt in $32:29$ Long in $80:52$

Saturday April the 2 ^d 1803	Begins With Moderate Weather and Breeze At Night NW Wind NW Wind Middle and Latter Part the Lake Fair Lat ^d in 29:44 Long ^d in 81:03
Sunday April the 3 ^d 1803	Begins With Gentle Breezes At Night NW Wind our course NW Wind in Company With Capt. Kidd Middle Part light Breezes Latter Part the Lake Fair & Calm Lat ^d in 29:58 Long ^d in 81:03
Monday April the 4 th 1803	Begins With Moderate Breezes and Clear Weather At Noon NW Wind NW Wind in Company With Capt. Kidd Middle and Latter Part Strong NW Wind At 1 PM NW Wind & Calm Lat ^d in 29:36 Long ^d in 81:22 Variation N: 70 E
Tuesday April the 5 th 1803	Light Part. Perfect Weather Mid. from the NW Wind Strong NW Wind people Employed Preparing the Gill Middle and Latter Part Perfect Weather & Calm Lat ^d Beg. at 27:29 Long ^d in 81:45
Wednesday April the 6 th 1803 <i>St Ambrose</i>	Begins With Perfect Weather NW Wind NW Wind in Company With Capt. Kidd At 10 AM Saw the Island of St. Ambrose Baring E NE to Long. 1. ft S. Calm this Lat ^d in 26:38 Long ^d in 82:09
Thursday April the 7 th 1803	Begins With Gentle Breezes At Noon NW Wind Wind E. S. E Middle Part Calm At 10 AM Sent two Boats on Shore to View the Island Lat ^d observed in 26:14 With the Within Island Baring S E 3 Miles S. W. S. Calm.
Friday April 8 th 1803	Begins With Gentle Breezes At Night At 9 AM Sent two Boats With Provision and Water on Shore After this S. Calm this
Saturday April 9 th 1803 (47)	Begins With Breeze Mid. At 1 PM NW Wind Middle light Showers of Rain Latter Part More Moderate Mid. At 1 PM S. Calm

Monday
April 10th
1803

Begin with fair At 11 AM Boat high
Sail from the N.E. to E. I spoke with
Capt. Butch Do E. I.

Tuesday
April 11th
1803

Begin with Breeze At 11 AM At South
sent two Boats on shore & got some
skins & other umbles so E. I. then

Wednesday
April 12th
1803

Begin with Moderate Weather At 2 PM
got all our skins on Board At 4 PM
We staid our course from the Main
land in company with Capt. Liddell
in the Ship Minerva At sunset the
off of the Anson's Bay NW 6 leagues
off and the off of the Felix Bay
NW 4 leagues off At the Port of the Main
Land is $25^{\circ} 59'$ Long $78^{\circ} 53'$ West

Minerva
in company

Thursday
April 13th
1803

Begin with Breeze At 10 AM We staid
Course At 6 PM (land) M. I. 3 - sail At 7 PM
land, Main sail pulled except the top sail. At 10 PM
Port Breeze Mild. People employed in Ships duty
Land is By obs $25^{\circ} 14'$ Long $77^{\circ} 22'$ West

Friday
April 14th
1803

Begin with strong wind At 10 AM We staid
Course upon the wind Middle Part Breeze
At the Port of the Land is $24^{\circ} 32'$ Long $75^{\circ} 18'$

Saturday
April 15th
1803

Begin with Breeze wind At 10 AM At 8 AM
hoist two under Off Main top sail At
6 AM Main sail staid E. I. ahead
Employed preparing sails so E. I. then
Land is $24^{\circ} 48'$ Long $74^{\circ} 23'$ West

Sunday
April 16th
1803

Begin with Breeze At 10 AM At 9 AM
hoist two under Off Main top sail
At 6 AM Main sail staid E. I.
so E. I. NW 4 leagues off By code is $23^{\circ} 59'$
Long $73^{\circ} 31'$

Sunday April ^{the} 17 1803	Begin with Drift, M.D. At 10 AM COM At 7 AM two under Staff Chief Main Poffail At 2 AM S. + All Sail S. Co. Lat in $23:34$ Long in $72:43$ West -
Monday April ^{the} 18 1803	Begin with Drift + Weather At 7 AM have two under Double Chief Main Poffail At 6 AM set All Sail then COM S. Co. Lat in $23:35$ S of the Land 70 Long By Calculation -
Tuesday April ^{the} 19 1803	This 24 hours Begin with Drift Breezes and Thick Weather At 3 PM saw the Main Land Baring from NE to NW 35 Long S of At 17 AM have two under Double Chief Main Poffail At 2 AM set All Sail then with Drift Part Employed over holding our position S. Co. this on Board Lat by obs $23:03$ S of the Land 40 Long
Wednesday April ^{the} 20 1803	This 24 hours Begin with Drift Weather All hands Employed on Duty Middle and Lat Part the Like Sain S. Co. also the Day S of from the Light 40 Long -
Thursday April ^{the} 21 1803	This 24 hours Begin with Light Air From the NE W. then NW Middle and Lat Part the Like Sain S. Co. also S of the Land 50 Long -
Friday April ^{the} 22 1803	Begin with Light Air Middle Part the Like Sain Drift one Puffin S. Co. this Lat in $20:57$ S of the Coast 45 Long -
Saturday April ^{the} 23 1803	Begin with Light Breezes and Thick Weather At 6 AM have two under Double Chief Main Poffail and One Sail At 6 AM set All Sail then with Lat in $19:45$ S of Land 15 Long
Sunday April ^{the} 24 1803	Begin with Drift Breezes All hands Employed on Ship Duty At 7 AM have two under Double Chief Main Poffail and One Sail At 6 AM set All Sail then with S. Co. Lat in $19:07$ S of the Land 18 Long -

Sunday
April 23
1803

This 24 hours Begins With Light Air At Sea
No Wind North At 6 Am hoisted the Topsails
At 6 Am Set All Sail Stead NW by E
Latter in 18:24 Dist of the land 20 Leagues

Monday
April 24
1803

this 24 hours Begins With Breeze At Sea
one Sail At 6 Am hoisted the Topsails At
6 Am Set Topsails Stead NW by E At 8
two sail in sight to land this latter with
Dist from the main land 30 Leagues

Wednesday
April 26
1803

this 24 hours Begins With Breeze At Sea
People Employed Making Spungons At 6 Am
hoisted the Topsails At 6 Am Set the Topsails
Atten. With a light S.W. from the NW
to land. latter in 17:16 Dist of the land 14 Leagues

Thursday
April 27
1803

Begins With Light Air from the ENE No Wind
With one hampbacker At 6 Am hoisted the
Topsails At 6 Am Set the Topsails light
air and calm All the latter part and a light
S.W. latter in 16:35 Dist of land 30 Leagues

Friday
April 28
1803

Begins With Light Air and Calm Atten.
With a light S.W. from the NW
At 6 Am hoisted the Topsails At 6 Am Set
All Sail Stead NW in company with the main
to land. No obs Dist of the land 20 Leagues

Saturday
April 29
1803

this 24 hours Begins With Breeze At Sea
Settle hole at South No Wind West At 6 Am
hoisted the Topsails At 6 Am Set All Sail in
Stead NW by E to land. latter in 16:10 Dist of land 28

Sunday
May 1st
1803

Begins With Breeze Trade and Chase one
hampbacker At 6 Am hoisted the Topsails
At 6 Am Set All Sail Stead NW by E
two sail to land Dist of land 40 Leagues latter in 15:20

Monday
May 2
1803

This 24 hours Begins With Breeze
At 6 Am hoisted NW by E At 6 Am hoisted
two under double reef Main Topsails At 6
Am Set All Sail Stead NW by E one hamp
backer sent Stead NW in company with
latter in 14:20 Dist of the land 30 Leagues

Tuesday
May ^{the} 3rd
1803
This 24 hours Begins With Moderate Breezes and hazy
Weather Saw four Schooners At 6 AM hauled the
Joppails At 6 AM set All Sail Steered N.W. by E. and
Latter in $13:42^m$ Dist of the Land 35 Leagues

Wednesday
May ^{the} 4th
1803
This 24 hours Begins With gentle Breezes and hazy
Weather Saw four Schooners At 6 AM hauled the
Joppails At 6 AM set All Sail Latter part
Shifted Weather and smooth Sea Saw four Schooners
Latter in $13:01^m$ Dist of Land 40 Leagues

Thursday
May ^{the} 5th
1803
This Day Begins With Shift Weather Saw nothing
Remarkable Middle part Light Trade W. Steered
N.W. with All Sail set Latter part Calm
At 11 AM hauled set Bottom in 70 fathoms
Latter in $12:34^m$ Dist of Land 46 Leagues
Saw two High Boats that went on Board Captain
hidden After Sun Disappeared to East this

Friday
May ^{the} 6th
1803
This 24 hours Begins With Light Trade W
Employed in Bending cables Saw two Boats
Middle part Lye with the Main Joppail A
Back during the night At 4 AM Bore up
for the Port of Caloe At 10 AM the
Bottom Boat came on Board to paylet us
in to East this on Board

Saturday
May ^{the} 7th
1803
This 24 hours Begins With Light Air At 3 AM
we came to Anchor in the Port of Caloe
in 9 fathoms Water and Moved with the
Stream to N.W. Middle part Light Air
Latter part V. the sailed one Spanish Ship
came in one Schooner and one English Ship
the English Ship was drove out to East.
All hands Preparing Sails in the Port of Caloe

Sunday
May ^{the} 8th
1803
This Day Begins With Light Breezes At
N.W. All hands Employed Preparing
Sails and other Ships duty Saw two
Ship in the offing Latter part took on
Board 6 Tons of Molasses 3 of them from
the Ship Menervay to East this in Caloe

Monday
May 9th
1803
Begin with light Air At 12 PM
on Board 40 Pairs of Malopos and 1 on White
Middle part Calm Latter part Jack on Board
15 Pairs of Bread At 6 AM got under way in
Company with the Ship Minerva and then out
WBR to Card this All W. W. on Board

Tuesday
May 10th
1803
This 24 hours Begin with light Air At
10 AM speak the Ship Brothers Capt. Ady
and the Ship Vulture Capt. Shappell and
Vishang 40 Pairs of Malopos on Board then
Latter part then WNW 1/4 of 5 Leagues

Wednesday
May 11th
1803
Begin with gentle Breeze W then WBR
saw one Island on our Starboard Beam
3 Leagues off Middle part then WBR
Latter part saw Sparrow Whirl WBR put
off 8.4 one Jack has long and 1 Capt.
hidden to Card this 40 Leagues for land
Latter By 06

Thursday
May 12th
1803
Begin with light Weather At 7 AM
saw Sparrow Whirl out of 8.4 one took have
long 8.4 Capt. hidden W 06 and 1st in light

Friday
May 13th
1803
Begin with light Weather saw Humphreys
At 6 AM had 1 Sparrow and 1 Sparrow
and 1 Sparrow under Cooper sailed to the 1st At
12 Jack? Ship had to the ESE saw nothing
to Card W 06 and 1st in light

Saturday
May 14th
1803
This 24 hours Begin with light Show of
Rain At 7 AM Jack? to the 1st At 8
AM Jack? to the ESE saw nothing to the 10.5

Sunday
May 15th
1803
This day Begin with Brisk W. S. and Cloudy
At 6 AM had 1 Sparrow At 5 AM
saw the 1st Jack? on Shore to Card

Monday
May 16th
1803
This day Begin with Brisk W. S. At 4 AM
saw the Main Land At 20 Leagues off At 11
Jack? to the 1st At 6 AM had 1 Sparrow
At 5 AM had 1 Sparrow to Card Latter 17.55

Tuesday
May 17th
1803
Begin with strong W. S. and thick Weather At
6 AM Jack? in the Sparrow and were ship to
the ESE to Card Latter By 06 17.04
saw 10 Leagues

Wednesday May 7 th 1803	Begin with Gentle Breeze and Thick Weather Saw one sail to the NNE At 6 Am hauled the Toppails and Lye under Main Toppails At 5 Am S. & All sail sterid upon the NW. At 10 Am sterid M. W. W. saw nothing remarkable S. Card. no obs. saw no land
Thursday May 8 th 1803	Begin with B. & A. Weather and smooth sea saw nothing remarkable People Employed in Ships Duty At 6 Am hauled the Toppails At 3 Am S. & All sail hauled to the NW At 8 Am Pack'd to the ENE saw nothing S. Card. no obs.
Friday May 9 th 1803	Begin with B. & A. Weather saw nothing remarkable At 6 Am hauled the Toppails At 5 Am S. & All sail At 7 O'clock saw Spanish Whales 100 out off Port & of them 1000 & Long Side 1000 & 1000 and one Long Side of our ship S. Card. no obs. Land not in sight
Saturday May 10 th 1803	Begin with B. & A. Weather At 3 Am Began to hunt At 7 Got the B. & A. in our eye By the head All right At 6 Am Took in the head and began to try S. Card. Lathe 10:35 No land in sight
Sunday May 11 th 1803	Begin with B. & A. Weather No Employed in trying head of to the NW At 1 Am Pack'd to the ENE At 4 O'clock Began trying and began to see seven S. Card. saw one sail Lathe 10:28 South
Monday May 12 th 1803	Begin with Bright W. D. At 3 Began trying Bore our Whail that Made 25 Bore. At 5 Am Pack'd of there At 7 O'clock hauled the Main Toppails At 5 Am Made sail hauled to the ENE saw one sail S. Card. no obs. Land not in sight
Tuesday May 13 th 1803	Begin with Thick Weather At 6 Am hauled the Toppails At 8 Am Made sail hauled on there saw one sail S. Card. this no obs.
Wednesday May 14 th 1803	Begin with Bright W. D. saw hump back 100 out of thinking they were Spanish Whales But found our Selves disappointed At 4 Am saw the head NW Path of there At 6 Am hauled the Toppails At 5 Am Made sail better part strong W. D. and bright sheval of there saw one sail S. Card. Lathe 10:47
Thursday May 15 th 1803	Begin with Bright W. D. and bright sheval of there At 6 Am hauled the Toppails At 10 M. D. right Pack'd to the NNE At 5 Am Made sail saw nothing remarkable S. Card. this Lathe By 10:54 No land in sight
Friday May 16 th 1803	Begin with Bright W. D. and Thick Weather At 6 Am hauled the Toppails Lye under Main Toppails At 5 Am Made sail hauled to the NW At 10 O'clock sterid M. W. W. saw nothing remarkable People Employed in Ships Duty S. Card. this Lathe 10:32 South in sight in sight

Saturday May 2 nd 1803	Begin with Pleasant Weather At 6 Am hauled the J. At 5 Am Made Sail Stead NE. Latter Part Got up. And Mizen Stump Top - 8 - Mott So Can. Latt 9.
Sunday May 29 1803	Begin with Pleasant Weather At 4 Am Capt. hauled the Sparrow Whail. being quick to wind he thought proper not to putt off At 6 Am hauled the J. sail At 5 Am Made Sail So Can. Latt By 9 1/2 9:35 South
Monday May 30 1803	Begin with Pleasant Weather At 3 Am Spruce, the Ship Br. the Capt. Polyn of water. At 4 Am hauled the J. sail At 5 Am Made Sail All hauled. Employed heaving the Ship Bottom. Some humpback. So Can. this Latt By 9 1/2 9:28 South
Tuesday May 31 1803	Begin with Pleasant Weather People Employed in Ship's Duty Caught one Dunkle At 6 Am hauled the J. sail At 5 Am Made Sail Latter Part Brought M.D. So Can. Latt By 9 1/2 9:50 South
Wednesday June 1 st 1803	Begin with Pleasant Weather People Employed in Ship's Duty At 6 Am hauled the J. sail At 5 Am Made Sail At 4 Am Spruce & Spruce Ship go Sog. out of the Road to Kelpa for the Reeling in Mount of Provision. Mr. Surp. sent from within one Barrel of Beef two Barrels of Bread two Barrels of Potatoes So Can. Latt 9:40
Thursday June 2 1803	Begin with gentle Breeze and thick Weather At 6 Am hauled the J. sail At 5 Am Made Sail hauled to the C.B.D. caught one Dunkle So Can. Latt in 9:40
Friday June 3 rd 1803	Begin with gentle Breeze and Cloudy Sea & Can. hauled At 6 Am hauled the J. sail At 5 Am Made Sail hauled to the S.W. Jan Paperes So Can. Latt 9:15
Saturday June 4 th 1803	Begin with Squally Weather Attended with a light Breeze At 2 Am Jan Sparrow Whail. M.D. Part of Got one Isok. low long Side the Minnow At 6 Am hauled the J. sail At 5 Am Made Sail Jan humpback. So Can. this Latt in 9:15 No land in sight
Sunday June 5 th 1803	Begin with high Wind and Chaf Sea At 6 Am hauled the J. sail - 12 At night wore Ship to the C.B.D. At 5 Am Made Sail with strong Wind and Chaf Sea So Can. Latt 9:15 No land in sight
Monday June 6 th 1803	Begin with strong Wind and Squally Weather At 6 Am hauled the J. sail At 5 Am Made Sail wore Ship to the C.B.D. and Jan nothing remarkable So Can. Latt in 9:55 No land in sight
Tuesday June 7 th 1803	Begin with Breeze & Weather Jan nothing At 6 Am hauled the J. sail At 12 wore Ship to the C.B.D. At 5 Am Made Sail Jan nothing remarkable So Can. Latt in 9:44

Wednesday June 8 th 1803	Begin with Bright W.D. and Flying Clouds people Employed Spraying Spargum on the ship. Sails Saw one ship at 6 am hauled the Toppail At 5 am Made sail at 9 o'clock. Under Chevelon with one Whirl more ship to the NW. Co. Lat. $44^{\circ} 15'$ N. Long. $71^{\circ} 29'$ W.
Thursday June 9 th 1803	Begin with Breeze Weather. Saw humpback people Employed Making Sifters At 6 am hauled the Toppail At 5 am Made sail latter part Modest Breeze. Saw nothing so far this Lat. By 6. $71^{\circ} 10'$ South
Friday June 10 th 1803	Begin with Modest Weather At 6 am hauled the Toppail and more ship to the ENE At 5 am Made sail latter part Employed Repairing the Pumps so Co. Lat. $44^{\circ} 15'$ N. Long. $71^{\circ} 29'$ W.
Saturday June 11 th 1803	Begin with Breeze Weather. Saw nothing At 6 am hauled the Toppail At 5 am Made sail at 9 o'clock. Saw a large Sparrow Whirl. Put off and struck But the harpoon Break and the preventive went off the other quarter So the W.D. off to W.D. so far this No 95
Sunday June 12 th 1803	Begin with Breeze Weather At 6 am hauled the Toppail At 5 am Made sail hauled to the ENE Saw Black fish so Co. Lat. $44^{\circ} 15'$ N. By 6. $71^{\circ} 36'$ South
Monday June 13 th 1803	Begin with Squally Weather. Saw Black fish At 4 am Saw the Main Land. W.D. Packed off Thore At 6 am hauled the Toppail At 5 am Made sail so Co. Lat. with Breeze Weather so far
Tuesday June 14 th 1803	Begin with Breeze Weather. Saw humpback and Black fish At 6 am hauled the Toppail and more ship to the ENE At 5 am Made sail Saw Black fish so Co. Lat. $44^{\circ} 15'$ N. By 6. $71^{\circ} 57'$ South
Wednesday June 15 th 1803	Begin with Bright W.D. and Thick Weather At 6 am hauled the Toppail and more ship to the NW At 5 am Made sail more ship to the ENE so Co. Lat. $44^{\circ} 15'$ N. By 6. $71^{\circ} 43'$ South
Thursday June 16 th 1803	Begin with Bright W.D. and Thick Weather At 6 am hauled the Toppail hauled to the ENE At 5 am Made sail hauled to the NW. Co. Lat. $44^{\circ} 15'$ N. By 6. $71^{\circ} 30'$ South
Friday June 17 th 1803	Begin with Bright W.D. Saw humpback. No wind now At 6 am hauled the Toppail At 5 Made sail then more Saw Co. Lat. this No 96 this day
Saturday June 18 th 1803	Begin with Gentle Breeze and Thick Weather At 6 am hauled the Toppail At 5 am Made sail then Saw ENE people Employed in ship. Duty Breeze Weather all the latter part so Co. Lat. this on Board Lat. $44^{\circ} 15'$ N. By 6. $71^{\circ} 14'$ South

300 Bagn
(55) out

Sunday
June 19th
1803

Begin with Breeze Weather At 4 Am I saw the Ma
land - Depth 20 fathoms Sound. I got Bottom in 90
Fathoms (back) to the SW At 6 Am I saw the
Puffin At 8 Am Made Sail one ship in sight
At 10 Am I saw one Sparrow Whail set off But
could not strike. No came on Board no other

Monday
June 20th
1803

Begin with strong Breeze and Cloudy At 6 Am
handed the Puffin At 8 Am Made Sail I saw one
Whistling Brigg All hands Employed Fixing our
new Backstays and the ship's Bury So Ends No other

Tuesday
June 21st
1803

Begin with Breeze Weather No other our people
over the Lough Island to assist our ship
At 6 Am handed the Puffin and then I saw under
Puffin a Stone sail At 8 Am Made All Sail then
with So Ends. Lattd in 57: 1/2 South

Wednesday
June 22nd
1803
Delaney

Begin with Breeze Weather I saw hamplock At 10
handed up Case At 1 Am I saw the Lough Island
Barrel with At 6 Am handed the Puffin At 8 Am
Made Sail Depth hidden Speech Paper Coffin
All hands Bending Cables So Ends. Lattd in 6: 58

Thursday
June 23rd
1803

Begin with Breeze Weather I saw one sail to land
At 5 Am came to Anchor into the Lough Island
in 19 fathoms and Moved with the large Satter
diseases oil on Board Depth hidden So Ends.
Lattd observed 6: 55 South

Friday
June 24th
1803

Begin with Breeze Weather Discharge oil on
Board Depth hidden Middle Part Depth Coffin
came to the Mouth of the harbour and ran up
with his Boats Lattd took on Board 1 Boat of

Saturday
June 25th
1803

Begin with Breeze Weather Took on Board 6 Boats
load of Ballast and began to hoist our ship
Lattd sent Employed Paying the Band.

Sunday
June 26th
1803

Begin with Breeze Weather At 6 Am I saw
hoist Lattd sent Blacking Bands and
Paying the Wight So Ends. This All Well

Monday
June 27th
1803

Begin with Breeze Weather Employed Hoist Ballast
Lattd sent Discharge I saw 800 on Board Depth hidden
People Employed in the Rigging I saw two sail in the
offin So Ends. This on Board

Tuesday
June 28th
1803

Begin with Breeze Weather People Employed on Board
Repairing the Rigging Hoist up our new Back
stays Lattd sent 800 up in a M-D-S Wight
sent one Boats After Coal So Ends. This

Wednesday June 29 1803	Begin With Breeze & Weather People Employed in Ship duty latter part Repairing the Rigging. Set Main & Sail down to Repair so Can't then
Thursday June 30 1803	Begin With Breeze & Weather People Employed on the Rigging latter part got off two Boats loads of Ballast so Can't then All Well on Board
Friday July 1st 1803	Begin With Breeze & Weather People upon Deck on Shore Middle part Bright Wind At 9 am Main & Ship At Maradan got under way in company with Ship Manirang then out soon so Can't then
Saturday July 2 nd 1803	Begin With Breeze & Weather & Light Air At Sunset Labourers Iland Bore me a large Boat Which I take my Gift it being in the Lat $6:55$ Longd. $50:46$ and Bound to the Iland of Marafano in the Lat $33:40$ Longd. $50:46$ Sailed at $7:30$ Longd. $51:27$
Sunday July 3 rd 1803	Begin With S.W. Breeze At 6 am Parted With Capt. Kidd and Left him in Marine Boat Wind All the Middle part At 5 Am Set down I & sail so Can't Lat $7:57$ Longd. $53:04$ With
Monday July 4 th 1803	Begin With Bright Wind and Squally At 2 P.M. in S.W. sail At 11 hauled in I & sail Bright Wind and Squally All the Middle part latter more Modest I & I & sail so Can't Lat $10:49$ Longd. $54:34$
Tuesday July 5 1803	Begin With Strong Wind and Squally People Employed in Ship duty At 2 hauled till and M-D & sail At 3 Set till and M-D & sail so Can't With Squally Weather Lat $12:47$ Longd. $56:35$
Wednesday July 6 1803	Begin With Strong Gale and Squally At 4 am hauled M-D & sail At 7 the hauled till & Mize At 8 the doubled reefed I & sail Left Reef Mize Pop sail With strong Gale At 000 Wind Bore Lat $14:59$ Longd. $58:35$
Thursday July 7 1803	Begin With Strong Wind and Cloudy At 5 am Set Main Top & sail Let the Reef out Mize I & sail latter part Bright Wind so Can't Lat $16:00$ Longd. $58:53$ With
Friday July 8 1803	Begin With Modest Weather Wind At 000 Weather Now Middle part Light Air latter part Employed Making I Paper & Staysail so Can't Lat $17:30$ Longd. $59:37$
Saturday July 9 th 1803 (57)	Begin With Light and Calm Employed on the Staysail Middle part Calm At 11 am ran Black Gift No Out of Boat Gold N.H. Strike latter part Light Air and Small Show of Rain so Can't then Lat $17:58$ Longd. $59:44$ With

Sunday July 10 th 1803	Begin with light Air and small Showers of Rain People Employed in Ships Duty Middle Part Moderate Breezes and Breeze Latter Part the like Rain so on. Lat ⁿ 19:45 Long ^d 90:30
Monday July 11 th 1803	Begin with light Air and calm Breeze from the S.W. Middle Part calm Latter Part light Air from the S.W. M. Wind. S.W. M. Employed Breezing up Breezes so on. Lat ⁿ this latter in 19:50 Long ^d 90:55
Tuesday July 12 th 1803	This 24 hours Begin with gentle Breezes at S.W. M. Wind. S.W. with all sail set People Employed in Ships Duty Latter Part Bright Wind. and Clear so on. Lat ⁿ 19:42 South Long ^d 91:50 Variation of Amplitude 59:59
Wednesday July 13 th 1803	Begin with gentle Breezes and Clear Weather Middle Part the like Rain Latter Part took the Jolly Boats on board to Repair Lat ⁿ 21:05 Long ^d 92:54
Thursday July 14 th 1803	Begin with all sail Breezes at S.W. M. Wind. S.W. Middle Part the like Rain Latter Part gentle Breeze and Clear so on. Lat ⁿ in 22:17 Long ^d 92:58
Friday July 15 th 1803	Begin with all sail with the M.D. at 11 P.M. M. Wind. S.W. Middle Part the like Rain Latter Part a high Breeze from the S.W. Lat ⁿ in 23:30 Long ^d 93:24
Saturday July 16 th 1803	This 24 hours Begin with light Showers of Rain and high Breeze from the S.W. M. Wind. S.W. at 11 P.M. S.W. Lat ⁿ in 25:14 South Long ^d in 93:24
Sunday July 17 th 1803	Begin with light Air and variable Wind. from N.W. to S.W. Middle and Latter Part the like Rain Clear this S.W. Lat ⁿ 26:16 Long ^d 93:16
Monday July 18 th 1803	Begin with light Air and variable Middle Part calm with a light Breeze from the S.W. Latter Part Breeze the same till so on. Lat ⁿ 26:53 Long ^d 93:03 Variation of 9:30
Tuesday July 19 th 1803	Begin with light Air from the S.W. M. Wind. S.W. Middle Part Bright Wind. and squally Latter Part the like Rain Lat ⁿ in 29:24 Long ^d in 92:58 Variation of Amplitude 9:30
Wednesday July 20 th 1803	Begin with strong Wind at S.W. M. Wind. S.W. and S.E. at 8 Am hauled Main sail and all hand Chains. All the Middle Part at 11 Am hauled Breeze the Jolly Boats M.D. at 1 P.M. at 4 Am set Main sail so on. Lat ⁿ this day Lat ⁿ by Code-Book 30:42 Long ^d in 91:03
Thursday July 21 th 1803	Begin with Bright Wind. at S.W. M. Wind. S.W. at 3 Am set out the Breeze at 6 Am hauled the Jolly Boats at 8 Am hauled Breeze the Jolly Boats at 11 Am hauled Breeze the Jolly Boats at 1 P.M. at 4 Am set Main sail so on. Lat ⁿ by Code-Book 32:39 Long ^d in 89:28

Friday July 22 1803	Begin with light wind At 2 Pm Down top hall - 4 boats a fore top - 8 - Mast sent - 8 - top - 8 - 4nd top - 8 had wind At 11 Pm Stew'd & B'd latter part Mon Midnet 2 + out the chief 1st Main sail & 1st - 8 - sail - 10 Can't this latter in By ob 33: 28 South - Long in 76: 70 W 1/4
Saturday July 23 1803	Begin with Brigh. Wind At 11 Pm 2nd Stew'd & B'd Middle part light wind and Rain latter part 11 Pm At 2 Main top sail & old fore sail sent Mize top sail down to Repair so End latter 33: 28 - Long in 76: 30
Sunday July 24 1803	Begin with Brigh. wind and Rain At 11 Pm At 4 Pm Double top the top sail At 6 Pm the head sail & 8 Mize At 4 had Main sail & Mize top sail At 11 had 1 - top sail At 2 Pm sent fore top sail Stew'd & B'd Wind At 11 At 4 1st Mize top sail At 11 Maraden saw the off of Manafaroc Baring NBR 5 long left one sail in sight so Can't 11 Pm this day latter By tide - 33: 55 Long in 76: 08 W 1/4
Monday July 25 1803	Begin with Brigh. wind At 11 Pm 2nd Stew'd in 12th B'd 1st Main sail and 1st top sail off shore 11 At night had Main sail back Ship had on shore sent one Boats on shore so End with Brigh. wind
Tuesday July 26 1803	Begin with Brigh. wind At 1 Pm Boats returned Middle part light wind and Thick weather 11 Pm Ship strong All the latter part so End this
Wednesday July 27 1803	Begin with Thick weather At 2 Pm sent the Boats on shore 11 Pm 1st top sail sent the Boats returned latter part foggy saw 11 had People Employed Breaking out the hole so Can't this All well on board
Thursday July 28 1803	Begin with Thick weather At 3 Pm saw the land Middle part thick and on saw one strong sail At 11 Pm sent one Boats on shore so End this
Friday July 29 1803	Begin with strong Gale At 1 Pm Double top the top sail strong Gale At 11 Pm Employed sitting off skins so End this on board with Brigh. wind
Saturday July 30 1803	Begin with strong Gale 1st All the skin from the Oliver Middle part light Air and calm latter part the like rain All hand Employed Hoisting skins
Sunday July 31 1803	Begin with light Air At 11 Pm All hand Employed Hoisting skins sent two Boats on shore sent 11 Pm this day 11 Pm Barrel Beef latter part Employed Boating off skins so End this All well
Monday August 1803	Begin with light Air Employed sitting off skins latter part the like rain so End with calm and deep sea sent one Boats 1 had on board 11

Tuesday August 2 nd 1803	Begin with Light Air At NW and Breeze Took one load of skins on Board Middle Part Light Shower of Rain latter Part Bright Wind Saw two other Sail so Card then on Board the Lady Adams
Wednesday August 3 rd 1803	Begin with Bright At with S. A one load of skins from Decker Sailed Middle Part Light Air latter Part Bright Wind and Rain so Card
Thursday August 4 th 1803	Begin with Bright Wind At S. E. Sent one Boat on shore fishing At 7 the Boat returned latter Bright Wind got off from Onago so Card this
Friday August 5 th 1803	Begin with Bright Wind At S. E. Bright Swell from the SW Middle and latter Part the like Rain so Card then on Board the Lady Adams
Saturday August 6 th 1803	Begin with Moderate Breeze and Cloudy Bright Swell from the SW Middle Part Bright Wind and Rain Doubled Breeze the Pop sail Employed Boating out the after
Sunday August 7 th 1803	Begin with Pleasant Weather Middle Part Calm with Light Shower of Rain latter Part the same so Card
Monday August 8 th 1803	Begin with Pleasant Weather and Calm Middle and latter Part the like Rain Prepared Main Pop & Sail and Main Sail so Card this
Tuesday August 9 th 1803	Begin with Light Air At WNW got one load of skins from the Planer Middle Part Light Air latter Part Sailed Provision on the Boat got of one load of skins so Card this
Wednesday August 10 th 1803	Begin with Light Air and Small Shower of Rain Middle Part the like Rain latter got of skins from the S. E. Planer and split Sailed so Card
Thursday August 11 th 1803	Begin with Bright Wind At NW Doubled Breeze the Pop sail Middle Part the like Rain latter Part latter sent the Boat on shore the fifth so Card
Friday August 12 th 1803	Begin with Bright Wind At NW Middle Part Light Shower of Rain latter Part Pleasant Weather People on shore cutting Wood
Saturday August 13 th 1803	Begin with Gentle Breeze Employed getting of Wood Middle Part Light Air latter Part Calm Employed getting of Wood so Card then on Board
Sunday August 14 th 1803	This 24 hours Begin with Light Air All hand Boating of Wood At 4 Am got off on Wood on Board Middle Light Air latter Part Calm At 8 Am Capt. Dutch went on shore so Card

Sunday August 15 1803	Begin with Calms At 4 Pm Light Sins At NE At 10 Pm Ship hove over board Barnage Could not Canton Latter Part Employed Putting of water so Cal. this
Monday August 16 1803	Begin with Bright Wind At NW At 4 Am Could Hoist the Topsails Bright Wind, and Rain At the Middle Part of the Part More Moderate Set Main Sail and M & S Sail
Tuesday August 17 1803	Begin with Bright Wind and Rain At 10 Am Could Hoist the J Sails At 3 Am Set out the Breeches and Main Sail and Main Top & Sail so Cal. with hard Wind At NW
Wednesday August 18 1803	Begin with Bright Wind At NW At 3 Am hoisted one Breech of Main Set of one Breech of water At 4 Pm hoisted Main Sail and Main Top & Sail At 6 Pm Hoisted Mizzen Top Sail At 8 Pm Hoisted Fore Top Sail and Mizzen Top Sail Hoisted M & S Sail hoisted J & J Sail At 4 Am when Ship Set Out and Mizzen Sail All hoisted Employed Hoisting down water so Cal. Bright Wind At NW
Thursday August 19 1803	Begin with Bright Wind At NW At 7 Am when Ship to the S at 10 Pm hoisted J and Mizzen Top Sail Middle Part More Moderate Set J and Mizzen Top Sail Set one Breech out Main J Sail Latter Part Bright Wind At NW Marfado Baring With 6 Aug. 8 Pm so Cal.
Friday August 20 1803	Begin with hard Wind At 9 Am More Moderate Set Main Sail Set out the Breeches Set M & S & J Sail Latter Part Pleasant Weather so Cal. this
Saturday August 21 1803	Begin with Pleasant Weather At 3 Am Set two Boats on Shore After Breeze of 9 Shins At 6 Pm they returned with Breeze of 9 Shins Middle and Latter Part the Breeze Sins so Cal. this with Light Sins
Sunday August 22 1803	Begin with Light Sins At ENE Middle Part Landed Provision At the NW Mon. of L. the Part Light Sins and high Swell so Cal. this
Monday August 23 1803	Begin with Calms Landed unloaded At the Day At 4 Am attended with high Swell on Shore Set two Boats back and Dredged of L. the Part Bright Wind
Tuesday August 24 1803	Begin with Bright Wind At 4 Am hoisted Main Sail Could Hoist the Top Sails At 10 Am Hoisted Hoist the Top Sails At 6 Am More Moderate Set Main Sail At 10 Am hoisted M Sail - J and Mizzen Top Sail with hard Gale At NW so Cal. this
Wednesday August 25 1803	Begin with Bright Wind and Rain Middle Part hard Wind and Rain Latter Part Moderate At 10 Pm Set the Topsails so Cal. this

Friday August 26 1803	Begin with Light S. & Single Sheet Top sail & Main sail Middle part Made & was the better Part & the so on this
Saturday August 27 1803	Begin with B. & Weather S. & Two Boats on Shore with the latter I think 208 in Number Middle part had with the Top sail & the Part more Modest S. & the Top sail S. M. sail so on
Sunday August 28 1803	Begin with Bright W. S. At 11 AM had the Top sail At 11 Am S. & the Top sail W. S. At 1 PM and had equal of Chain so on this
Monday August 29 1803	Begin with Bright W. S. At 1 PM saw one strong sail At 3 PM had the Main sail Double Breeft the Top sail Middle part Parted & I had Latter part split it and out the sail so on
Tuesday August 30 1803	Begin with Bright W. S. At 11 AM Left Breeft & I sail latter had 500 so on
Wednesday August 31 1803	Begin with had 500 saw two sail Middle part More Modest S. & Double Breeft Top sail and M. S. so on this Morning being from W. S. to 10 AM & being 1 PM W. S. At 1 PM so on this
Thursday Sept. 1 1803	Begin with Modest Weather Set Single Breeft Top sail Main Top & sail At 10 AM had I M. S. & sail and M sail Left Breeft the Top sail had I and Misen Top sail At 2 AM Set Left Breeft At 10 AM Set Double Breeft I sail & M sail
Friday Sept. 2 1803	Begin with Bright W. S. At 1 PM Morning Breeft 1 PM & Long 1 PM Middle part B. & Weather Latter part At Main sail S. & out the Breeft At 11 AM & sail so on this 1 PM of Morning & being
Saturday Sept. 3 1803	Begin with B. & Weather Middle part the side saw I & two Boats on Shore with Sun Breeft one Boat for our People use on Shore so on this
Sunday Sept. 4 1803	Begin with B. & Weather Sailed one Pipe of the At the NW Breeze At 8 AM Set one Boat on Shore set of Sun this so on this Set Main sail and M & sail Sterid of Shore
Monday Sept. 5 1803	Begin with Light Air and Calm At 9 Light Breeze At NW M. Sterid our Carpe for the Main and saw intention of going into Conception Latter part Employed Morning on Deck At 10 AM Morning Breeze NW 10 Long 1 PM so on this At 1 PM had B. & 34:55 Long 79:30 W. S.

340 Boys
out

Tuesday Sept^r the 6 1803	Begins with Brigh. W.I. At North W. Steer'd ENE with All sail out People Employ'd in Ship. Duty Latter Part Bunt the new. A. Sail Repaired the old one so Land. Lat^d by 35:32 Long^d 77:14
Wednesday Sept^r the 7 1803	Begins with Gentle Breezes At NNE W. Steer'd EOE People Employ'd Repairing Sails and other Ships Duty At 6 Am More Ship to the W. W. At 8 Am Brought one Ship in. At 9 Am sail At 10 P.M. Trubled through the Pop sails had I. M. Sail and J. L. At 11 P.M. had I. At 9 P.M. sail Shift Brought M. Pop sail so. E. At 11 P.M. By 35:51 Long^d 78:24
Thursday Sept^r the 8 1803	Begins with Brigh. W.I. At North Attended with Light Shore of Main At 11 Am Brought A. Sail and M. Pop. Sail and Lye under Main Staysail At 4 More Modest S. At the A. Sail and Pop. Sail Lat^d 35:34 Long^d 79:04
Friday Sept^r the 9 1803	Begins with Strong W.I. At NNE W. Steer'd W. At 6 Am Brought Ship to the NNE At 8 P.M. had Squall clouds up A. and more Pop. Sail Middle Part More Modest S. At the Pop. Sails Latter Part S. At M. Sail Employ'd Repairing the Sails so. E. At this Lat^d 35:02 Long^d 79:19
Saturday Sept^r the 10 1803	Begins with Gentle Breezes and Light Mist Over the Sea W. Steer'd to the NNE with All sail out At 9 Am Brought M. Pop. Sail and J. L. More Ship to the W. W. At 4 Am Brought M. Sail Shift through the Pop. Sails with hand W. I. and Main so. E. Lat^d 34:40 Long^d 79:27
Sunday Sept^r the 11 1803	Begins with Strong W.I. At W. W. More Ship to the NNE At 4 Am S. At All sail At 8 P.M. saw Jean Fernandez Barring NNE 12 Leagues off W. Steer'd NNE W. with Light Air At 11 P.M. so. E. Lat^d 33:44 Long^d 79:19
Monday Sept^r the 12 1803	Begins with Light Air and Calm saw Black-fish but did not one At Sunset Jean Fernandez bore W. W. 9 Leagues off Light W.I. All the Middle Part At 8 Am the Boats W. sent on to the Island to look for Cattle But saw not one on the north side nor found any Land. We saw some Spaniards but did not talk with them At Manadan off Island bore East 3 M. 6 off Jean Fernandez bore E. W. 4 M. 6 off Lat^d 33:34
Tuesday Sept^r the 13 1803	Begins with Strong W.I. At NNE W. Steer'd NNE At 6 Am Brought Main sail Shift through the Pop. Sail At 10 Am Brought More Pop. Sail At 11 saw Manafans Barring NNE 10 Leagues off so. E. At 11 P.M. Long^d 80:26
Wednesday Sept^r the 14 1803	Begins with Strong W.I. At North At 6 Am Brought Squall Over the W. W. Brought More Pop. Sail and shifted the Main sail More Ship to the Northward At 9 More Ship to the W. W. At 4 Am More Ship to the NNE W. I. At 11 P.M. had W.I. All the latter Part so. E. At this Lat^d by 32:55 South Long^d 80:32

Thursday Sept ^r 15 1803	Begin with Briphe Wind At West Port of Pop Sails and Mize Pop Sails Middle Port At M Sail Sill and M I & Sail Latter Port haul Wind At North hauld Main Sail & Sill and M I & Sail Doubled Profft the Pop Sails and Main Ship to the West So Card. North L. H. B. D. 32:54 Long 79:23
Friday Sept ^r 16 1803	Begin with strong Gale At North hauld up WNW At 2 hauld Sling of the A yard At 4 hauld North Main on hauld A and Mize Pop Sails Profft the Gore Sail Attend with hauld Chains Middle Port More Modest Set the Pop Sails Main Ship to the W. At WNW At 8 out Profft Set M Sail Sill and M I & Sail W. At West Steer North So Card. Lathe 32:18 Long 79:33
Saturday Sept ^r 17 1803	Begin with Modest Weather Wind At WNW Mize Steer North All hand Employd Chaining Sails Middle Modest Wind At WNW Pack Ship to the WNW Latter Port Juggoz W. At WNW Pack to the NWQ So Card. Lathe 31:34 Long 79:40
Sunday Sept ^r 18 1803	Begin with Gentle Breezes At West Steer NWQ W. Mize All Sail out Middle and Latter Port Blest and Smooth Ship So Card. Lathe 29:59 Long 79:46 Variation of Amplitude
Monday Sept ^r 19 1803	Begin with light Air and Calm Middle Port the like Sail Latter Port light Air At North Steer W. Mize light Steer of Chain four Steer to the NE Lathe 29:47 Long 79:46
Tuesday Sept ^r 20 1803	Begin with light Shove of Chain Wind At North four Steer WNW At 10 Pack to the NWQ hauld Shove of All the right Latter Modest Set M I & Sail & Sill W. Mize Gentle Breezes At WNW Steer North Lathe 28:33 Long 79:47
Wednesday Sept ^r 21 1803	Begin with Gentle Breezes At WNW four Steer North People Employd mizing and spinning Spungam Middle Port Calm Latter Port & the Employd Siting out the Cat hauld to Repair it on Bent the New Gore Sail and Bent the the old one So Card. Lathe 28:27 Long 79:50
Thursday Sept ^r 22 1803	Begin with Calm People Employd in Ship Sailing Middle Port Gentle Breezes and Blest four Steer WNW Latter Port Bent the old Pop Sails So Card Lathe 27:30 Long 79:55 West of London
Friday Sept ^r 23 1803	Begin with Calm Caught one Sun Fish which give All hand a Graph Meal Middle Port light Air At North hauld to the Westward of the Port the All hand Employd Resting and Cooling Carft So Card. Lathe 27:42 Long 80:36
Saturday Sept ^r 24 1803	Begin with Gentle Breezes At WNW hauld up WNW At 2 On Pack to the NWQ Middle Port Steer NWQ At Day light Sail No Card Mize Steer NWQ & W. Mize At 1 M Sail Number of 10 Am Bards So Card Lathe 26:27 Long 81:06 West from London

Monday Sept ^r the 25 th 1803	Begin with Brisk W.I. At 1 PM WD Head WBS At 4 AM Saw the Island of Santa Felix Barring WBS No Sails Vt Middle Part Sigs of a D on At 8 AM Sent Boats on Shore got Sun Coal and Brisk Head and Bozgs So End Lying of the Island Santa Felix
Tuesday Sept ^r the 26 th 1803	Begin with strong W.I. At 10 Sigs of a D on During the night At 4 AM Bore up for Santa Ambros At 8 AM the Land But found no Coal At Marsden the Boats Returned so End this on Board the Lady Adams
Wednesday Sept ^r the 27 th 1803	Begin with gentle Breeze At 10 Sigs of a D on During the night At 7 AM Land 9 Cops of Water on Santa Ambros got of plenty of Brisk and Bozgs so End this
Thursday Sept ^r the 28 th 1803	Begin with gentle Sigs At 10 Attended with Light Moving of Chain At 8 AM Land At Shore Boats 4 Cops of Water Provision and two Men caught Sun Brisk so End this
Friday Sept ^r the 29 th 1803	Begin with Pleasant Weather Head of All night At 4 AM Boats to the SW Saw nothing remarkable People Employed in Ships Duty At 11 AM Sail At 11 PM 8 sail so End this
Saturday Sept ^r the 30 th 1803	Begin with Pleasant Weather Sent Boats on Shore At 6 AM the Boat returned with their Middle Part Head of W.I. Light W.I. Sigs Part of the so End this
Sunday October the 1 st 1803	Begin with Brisk W.I. At 1 PM Boats to the West At 6 AM Sailed Precept the Puffail better sent the Boats on Shore got Sun their so End this
Monday October the 2 nd 1803	Begin with Pleasant Weather No Man Down to the Island the Ambros to Land the Sailing Company
Tuesday November the 2 nd 1804	As I have been on the Ambros Island for this 110 Days I shall Begin my Journal A New At 6 AM Bore up for Marsden set Main Sail & M.I. 5 sail W.I. At 10 AM Course SW so End L.I. 26:45 Long 41:12
Wednesday November the 22 nd 1804	Begin with Light Air At 10 AM Head SW All hands Employed Staying their L.I. 26:51 Long 41:38
Thursday November the 23 rd 1804	Begin with Light Air At 1 PM Course NE Employed overhauling their Middle Part Light Air to Small Mouth of Chain Employed forging the Ship Bottom so End this L.I. 27:07 Long 41:47 W.I.
Friday November the 24 th 1804	Begin with Light Air & Small Mouth of Chain Employed Setting down Bigger Middle Part Pleasant Weather W.I. At 10 AM Course South better Part Employed overhauling their so End L.I. 28:11 Long 41:54 W.I.

Wednesday January 25 1804	First Part Begin with bl. f. & the W. S. Variable Airs. 200 to 200 All hand. Employed overhauling skins Middle & latter part the like same latter 29:10 long 82:2
Thursday January 26 1804	First Part bl. f. & the W. S. Variable Employed overhauling skins Middle & latter part the like same latter 29:24 long 82:4
Friday January 27 1804	Begin with light W. S. & variable All hand Employed on our skins Middle & latter part the same latter 29:34 long 83:3
Saturday January 28 1804	First Part Light W. S. At 10 AM (sail) SE Middle and latter part Calm got through with our skins so on on board the ship today Adams latter 29:40 long 83:3
Sunday January 29 1804	First Part Calm Middle Part Light Airs At SE (sail) 1 PM latter part Employed painting our ship and making Spungum so Cal. latter 30:24 long 84:15
Monday January 30 1804	Begin with Light Airs At SE (sail) 1 PM People Employed on Luty Middle Part Bright W. S. At SE (sail) 1 PM latter part & the S. Cal. latter 31:19 long 85:1
Tuesday January 31 1804	Begin with bl. f. & breeze At SE (sail) 1 PM Middle Part Squally had 1 Mo P & sail At 2 Am More moder. & At M. P & sail latter 31:29 long 86:55
Wednesday February 1 1804	First Part Gentle Gale At SE (sail) 1 PM Middle Part took up our cables and Col. the fore Jack latter part Quilt down the cable latter 33:14 long 88:0
Thursday February 2 1804	First Gentle Gale At SE (sail) 1 PM At 4 Am Jack? Ship had NE At 12 (sail) to the N on Boat & P. sail to repair latter 33:50 long 88:53
Friday February 3 1804	First Light Breeze At 200 (sail) South Middle Part Calm latter part Light Airs At 1 PM (sail) E (sail) Employed setting up Main and Mizzen standing rigging so Cal. W. S. latter by 33:57 long 88:28
Saturday February 4 1804	First Part Gentle Breeze At 1 PM (sail) E (sail) Middle Part Main W. S. At 1 PM At 8 Am Jack? Ship to the SE W. S. At 9 Am had Main & P. sail At 10 (sail) Single Christ the P. sails Bright W. S. At 200 (sail) South so Cal. latter by 34:28 long 86:09

Monday Febury the 6 1804	First Part Bright Wind. At 6 AM Course South At 6 PM Packed Ship to the N.E. Wind. At 10 PM Middle Part Part Bright Wind. At 11 PM Course East Lat $34^{\circ} 32'$ Long $74^{\circ} 19'$
Tuesday Febury the 7 1804	First Part Bright Wind. At South Course E.N.E. and N.E. E. Latter Part Wind. At 1 PM Course E.N.E. People Employed in Ship. Duty S. Co. Lat $34^{\circ} 51'$ Long $81^{\circ} 44'$
Wednesday Febury the 8 1804	First Part Breeze At 1 PM Course E.N.E. Saw no Land At 4 PM made Main Sail Main Top - & - Sail and Jib. and Wore Ship to the S.W. Wind At 1 PM Wore Ship to the E.O.E. At 4 PM Set All Sail Stead E. At Saw nothing remarkable Lat $33^{\circ} 21'$ Long $79^{\circ} 28'$
Thursday Febury the 9 1804 <i>Marine</i>	First Part Breeze At South Course E.O.E. At 1 PM Saw Marfajuro Barring E.O. 20 Leagues off At 4 P.M. Bent our own M - & - Sail Light Air All the Middle. Part At 9 AM Sent our Boats on Shore At the N.W. Main S. Co. this on Board the Lady Adams
Friday Febury the 10 1804	First Part Light Air At 6 AM our Boats returned At 7 AM Sent three Boats on Shore After Shins But unfortunately Lading our yearl M. Got her Shore and one Man drowned and those others Mately dead At 11 our Boats returned to Board with 2 high Seal
Saturday Febury the 11 1804	Began with Bright Wind and high Seal At Maradon the Grand Corps May found Middle Part had Gale First Part the Top Sails had Mize Top Sail At 4 PM Set Mize Top Sail and M. sail Lat $33^{\circ} 57'$
Sunday Febury the 12 1804	First Part had Wind At N.E. Marfajuro Barring South 20 Mils off Middle Part Light Squalls At 9 AM Sent one Boat on Shore At Maradon she returned
Monday Febury the 13 1804	First Part More Moderate People on Duty At 8 AM Sent two Boats on Shore Attended with the Ship Sea and high Wind S. Co. this on Board the Lady
Tuesday Febury the 14 1804	First Part Bright Wind. At 1 PM our Boats returned Latter Part Wind on Shore bit of Shins
Wednesday Febury the 15 1804	First Part Employed Lading of Shins At 7 PM Strong Gale At 1 PM Squall. First the Top Sails Middle Part More Moderate Latter Part Sent our Boats and 2 Shins S. Co. with the Ship on Shore

Wednesday Feb 13 1804	First Part Light Air a calm but one Boats on Shore After High latter Part our Boats W.D. After this Part could not get any thing Surf from S. high S. E. and this
Thursday Feb 14 1804	First Part Light W.D. a high Sea Middle Part Light Showers of Rain latter Part Employed taking of skins from Bees. Galesh S. E. and this on Board the
Friday Feb 15 1804	First Part Breeze & Weather Employed taking of skins from Bees Galesh latter Part W.D. at North Employed taking of skins from Bees Galesh S. E.
Saturday Feb 16 1804	First Part Strong Gale at NW. Light Breeze the P.M. latter Part Moderate S. E. out the Breeze Employed Baking out the Main L.S. S. E. and this
Sunday Feb 17 1804	First Part Bright W.D. Middle Part Squally latter Part Breeze & Weather Employed Baking out the Main hole S. E. and this on Board the Lady Adams
Monday Feb 18 1804	First Part Strong W.D. at NW at 6 AM Breeze a S. E. sail latter Part S. E. of one head of skins from Bees Galesh S. E. and with Breeze
Tuesday Feb 19 1804	First Part Strong W.D. and Squally S. E. of one head of skins with Mr. Proctor's long Boats from the NW Plains Middle and latter Part Strong W.D.
Wednesday Feb 20 1804	First Part Strong W.D. at 6 AM Light Breeze S. E. sail Middle Part S. E. out the Breeze latter Part Strong W.D. Employed getting of skins from the Bees S. E.
Thursday Feb 21 1804	First Part Strong W.D. getting of skins from the Bees Middle Part Small W.D. and Light Showers of Rain at 9 AM one Boats W.D. on Shore S. E. and this on
Friday Feb 22 1804	First Part Light Air and smooth Sea latter Part getting of skins from the Bees latter Part got all from the Bees S. E. and this on Board the Lady
Saturday Feb 23 1804	First Part Light Air at NW Employed strong Breeze skins latter Part S. E. of Bees Bads and Chests and others. W.D. S. E. and Employed strong skins
Sunday Feb 24 1804	First Part Breeze & Weather Employed strong skins latter Part S. E. of skins from Bees Galesh with Bright W.D. at NW and smooth Sea S. E. and this
Monday Feb 25 1804	First Part Bright W.D. at NW S. E. of skins from S. E. landing latter Part Strong W.D. at 9 AM Light Breeze the P.M. Breeze hand Mizen P. S. S. E. and with W.D. and Rain

Friday Febury the 28 1804	First Part Strong Wind At 12 AM and high sea Middle Part more Moderate At Main sail let one sheet out Main Pop sail latter Part speak ship Warden B. Smith
Saturday March the 1st 1804	First Part Strong Wind At 6 AM handed M-sail Southerly Sheet M Pop sail At 3 PM M Cropt one of our men over board But M Being Experienced with our Boats M saved him Storing All the latter Part
Sunday March the 2nd 1804	First Part Strong Wind At 6 PM handed Main sail and Gill Tackel of Shore latter Part hard Gale took All of from the N.W. Plains So Cand. this
Monday March the 3rd 1804	First Part hard Gale and high sea Middle Part the same latter Part part of Sun Shown from the strong Beach and Sun Antick from the Point So Cand.
Tuesday March the 4th 1804	First Part hard Gale At 6 O'Clock Sheet were Pop sail At 6 AM let out the sheet Tackel Henry huddell James Hill and Lucas So Cand. this on Board the Lady Adam
Wednesday March the 5th 1804	First Part Strong Gale At 12 Middle Part Light Show of Rain latter Part repaired M Pop sail People employed repairing the Rigger in the ship Duty
Thursday March the 6th 1804	First Part Strong Gale At 12 Middle Part the same At 6 AM Sheet Sheet M Pop sail latter Part employed Braking down our Vgs Cam loose So Cand.
Friday March the 7th 1804	First Gale At 12 repaired Mizen stay sail Middle and latter Part Bright Wind So Cand. this
Saturday March the 8th 1804	First Part Strong Gale Middle Part the same At 6 AM speak the ship Warden B. Smith then with water So Cand. this on Board the Lady
Sunday March the 9th 1804	First Part the weather more Moderate At 6 AM sent two Boats on Shore part of our Riggers So Cand. this on Board the Lady
Monday March the 10th 1804	Began with Pleasant weather At 3 AM speak ship Warden B. Smith to the Southward the Boat all red employed Storing the Log Boats At 11 AM Maradan Marafaro Bore W.W. 8 ft 40 Mils half of the ship 34:00 Bore to St. Mary's So Cand. this Log 80:00 Mts

March 11
1804

Went to sea with the W.D. at 10
o'clock S.W. Middle Part. Light Air and calm
Latter Part Breeze W.D. At 11 AM Down S.D.
Bent the Main Sail out up ran M. J. by Sail
to End. Lat^d By 34:51 Long^d 40:05

Monday
March 12
1804

First Part Breeze W.D. At 11 AM Down
S.D. All hands Employed on the Rigging
Middle Part Shift Breeze latter the same W.D. At
11 AM Down S.D. in company the Ship Warden
Lat^d By 35:46 Long^d 40:05 West

Tuesday
March 13
1804

First Part Shift W.D. At 11 AM Down
S.D. People Employed on Ship. Duty At 6 AM Single
Sheet the Topsail. At 6 AM Down S.D. W.D. At
11 AM Down S.D. Lat^d By 38:09 Long^d 78:10 West

Wednesday
March 14
1804

First Part Breeze W.D. At 11 AM Down S.D.
in company the Ship Warden At 6 AM Down
Main Sail and M. J. by Sail doubled Sheet the Topsail
At 1 AM by Breeze W.D. the Shore S. Sail to the West
At 6 AM Sheet of S.D. in company the Ship Warden
to End. Lat^d By 38:14 Long^d 76:09 West

Thursday
March 15
1804
Lat^d 39:57 Long^d

First Part Breeze W.D. At 11 AM Down S.D.
All hands Employed Bending Cables At 6 AM by
to the W.D. At 11 AM Sheet to the S.D. 1 AM W.D. At
11 AM Lat^d Bent Light Air. Sea on Sail to End as by

Friday
March 16
1804

Began with Light Air At 1 AM Down S.D. Ship
Maneuver At 10 AM the Speech Capt. Coffin from
London. Latter Part Sheet to the NE Sea under
of Ship. Lat^d 37:38 Long^d By the Sun 74:15 West

Saturday
March 17
1804

First Part Light W.D. At 11 AM Speech Capt.
Lewis Starbock Middle and latter Part Light W.D.
At 11 AM Down S.D. then with Chain N. by
Sheet of the band the Surge

Sunday
March 18
1804

First Part Light Air At 11 AM and Small Sheet
Down At 6 O'clock Sheet the Topsail At 11
AM Ship to the NW At 6 AM Down S.D. Ship
to the S.D. Set All Sail Sheet S.D. Sea two
Sail to End Sheet of band 18 Surge Lat^d in 37:28

Monday
March 19
1804

First Part Light W.D. At 11 AM All Sail At 1 AM
Ship to the NW At 11 AM the Wave Ship
to the S.D. and set All Sail At 10 AM
Down the band and two Sails A Steam to
End with Breeze W.D. No Chaining in the
the Marine

Thursday
May 31
1804

Ship 24 hours Begin with Slight Breeze
at 10 O'Clock Stead WNW
Middle and Latter Part the like same so
Vegetation Dr. Slight 4:00 E. ft. 0:00
Lat in 02:44 North Longitude 110:13 West

Friday
June 1st
1804

Ship 24 hours Begin with Slight Breeze and
Wind at 10 O'Clock Stead WNW Middle and
Latter Part Breeze W. and Clear so End
Lat in 04:11 North Longitude 112:56

Saturday
June 2nd
1804

Ship 24 hours Begin with Breeze W. at
O'Clock Stead WNW All hands Employed in
Ship's Duties Middle Part Squally Breeze in
Afternoon Sails and Drift at 5 Am made 9:00
Latter Part more Moderate S. A. All Sail so End
Lat in 05:58 N. Longitude 113:04

Sunday
June 3rd
1804

Ship 24 hours Begin with Breeze W. at
O'Clock Stead WNW Middle Part Breeze
and Variable Breeze in the light Sails
Drift the Top Sails Wind. Adorn W. ft. to
hand W. and Chain. All the latter Part
No 0:00 this Day Lat in 06:49 N. Longitude 115:00

Monday
June 4th
1804

Ship 24 hours Begin with light Wind and
Hard Drift Middle Part the like same
Latter Part Breeze so End this
No 0:00 Lat in 07:07 N. Longitude 115:58

Tuesday
June 5th
1804

Ship 24 hours Begin with light W. and
Chain Middle Part the like same Latter
Part W. Variable and hard Showers of Rain
so End. Lat in 07:21 N. Longitude 116:11

Wednesday
June 6th
1804

Ship 24 hours Begin with light W. and
Chain with hard Showers of Rain Middle Part
attend with Calm and Clear Weather
Latter Part light Air at 10:00 W. so
NW so End. Lat in 07:58 N. Longitude 116:11

(71)

Thursday
June 11
1804

This 24 hour begin with light air at
NNE wind NW at 10 am set top & sail
and hoist at 1 am hoist the light sail attend
with hard squall at 5 am single sheet fore
and mizen top sail & sail with strong trade
Lat in 4:59 Long in 119:07

Friday
June 12
1804

This 24 hour begin with strong trade
course steer NW at 8 pm hoist the light
sail bright trade all the middle part
bottom part more moderate set the light sail
to end Lat in 11:01 N Long in 119:58

Saturday
June 13
1804

This 24 hour begin with bright trade and
have employed dismasting sail middle part
light squall of wind bottom part more moderate
set the light sail to end this on board
Lat by obs 12:30 North Long in 122:16

Sunday
June 14
1804

This 24 hour begin with light breeze at
NE course steer NW NW Middle part hoist
sail hoist top & sail single sheet & sail
to end Lat in 13:40 Long in 124:31 West

Monday
June 15
1804

This 24 hour begin with strong wind at
NNE course steer NW NW Middle part took
in the light sail bottom part set the light
sail this day vendude lining for new clothes
that my (brother) at Newfascuro G.burg 9-1804
Lat in 15:07 North Long in 126:51 West

Tuesday
June 16
1804

This 24 hour begin with wind at NNE course
steer NW NW Middle part squally weather
took in the light sail bottom part set the
light sail Lat in 16:12 Long in 129:29 West

Wednesday
June 17
1804

This 24 hour begin with bright trade
middle part squally took in the light sail
bottom part more moderate set the light sail
to end Lat in 17:12 Long in 132:03 West
Proton on Ampt 4:57 West

Received
Henry Sanford
bills of exchange

Sunday
June 14
1804

This 24 hours begin with Bright weather
Clear Middle and latter part the light sail
set steering sail All hand Employed Repairing
sail to end this Variation Dr Amptd 6:38 East
Latth By obs 17:46 Longd 134:59 W

Tuesday
June 15
1804

This 24 hours begin with with light breeze
and flying clouds Employed Repairing sail
Middle part squally weather handed the light sail
Latter more moderate set the light sail to end
Latth By obs 18:30 North Longd 137:51 W

Wednesday
June 16
1804

This 24 hours begin with Bright wind and squa
lly in the light sail Middle part the same
Latter part more moderate set the light sail
Latth By obs 19:13 North Longd 140:45 W

Thursday
June 17
1804

This 24 hours begin with squally weather attended
with rain Took in the light sail Latter part
more moderate set the light sail Course steerd W
to end this Variation Dr Amptd 5:25 W
Latth By obs 19:32 North Longd 143:22 W

Friday
June 18
1804

This 24 hours begin with light breeze set
Course steerd WBS Middle and latter part light
sail set the light sail to end this
Latth in 19:24 North Longd 146:10 W

Saturday
June 19
1804

This 24 hours begin with Bright breeze and high
sea Course steerd WBS At 6 Am saw the
Island of Oahu or one of the Sandwich
Island At 8 AM came in number of
the natives from the Is. This employed
All hand. May Breeze Employed the
hol Day to end Longd 148:14

Oahu
Hawaii
(73)

Wednesday
June 20
1804

Ship 24 hours All hands Employed
Trading with the Sflanders Middle Port
on the Sain Duty S. Cars this on Board

Thursday
June 21
1804

Ship 24 hours Beginning with Trading with
the Native Middle Port Squally Breeze the
Sflanders better Port Bore up and down long the
Sflanders saw number of Canoes Port but no
Trade from them S. Cars on the West Port
the Island of Whoghee

Friday
June 22
1804

Ship 24 hours Beginning with Squally number
of Canoes Come of Port Bore up and Trade
At 2 Pm Bore up and then of WBS
Set. Moving Sail At 6 Pm Whoghee Bore
END 10 Longs it being in the Long 156:00
Lat 20:15 North Middle Port Sflanders Breeze
better Port Middle Port S. Cars this on Board
Lat. in 18:57 North Long. is 154:05 West

Saturday
June 23
1804

Ship 24 hours Beginning with light W. on
high swell from the NW E Squally then WBS
Middle Port light Air and Cloudy better
the Sain people Employed on Ship. Duty
Variation of Amp. 10 5:56 Lat. is 19:10 North
Long. is 154:05 West

Sunday
June 24
1804

Ship 24 hours Beginning with light
Trade Middle Port light Trade and
Cloudy Set. Moving Sails and Breeze
Lat. in 18:50 Long. in 160:12 West

Monday
June 25
1804

Ship 24 hours Beginning with light Breeze
At 2 Pm Course then WBS W
Middle and better Port the Sain S. Cars
Lat. Breeze 18:37 Long. 161:27

Monday
June 26th
1804

This 24 hours Begin with Light Air
and slight Breeze in our Boat to the
People Making Sundry Middle Part
Trade Saw Man War boats and so on
People Employed Making Sundry to
Lat^d By 9h 18:35 N Long^d 163:19 W

Wednesday
June 27th
1804

This 24 hours Begin with slight Trade
and Clear People Employed in Ship Duty
Middle Part slight Trade and Clear
Lower Part Light Show of Rain to End
Lat^d in 18:38 N Long^d in 165:31 W

Thursday
June 28th
1804

This 24 hours Begin with slight Breeze
and Cloudy Middle Part Light Squall
of Rain and Bright Wind Lat^d Part the
Lat^d in 18:42 N Long^d in 164:09 W

Friday
June 29th
1804

Lat^d in 18:38

This 24 hours Begin with Bright Wind and
Light Show of Rain Middle Part the Rain
Lat^d Part after 12 with a light Swell from
the ESE to East Course Steer'd N 30 E
Long^d in 171:12 W

Saturday
June 30th
1804

(75)

This 24 hours Begin with Bright Wind and
Choppy Sea Course Steer'd SE by S
Morning the Small Bower Cable Middle Part
Bright Wind and Boiling Swell Trade in Ship
Steering Sail and Rich Lat^d Part Steer'd
Sail and Repair'd the Rich and Making
the Cutters Sail to East this
Lat^d By 9h 19h 18:52 N Lat^d 18:52
Long^d in 173:58 W
Long^d By the Sun 172:10 W

Friday
July 1st
1804

Ship 24 hours Begun With Gentle Gale
and Pleasant Weather Middle Part Attended
With Ship and Latter Part the Sail
Latter in $18^{\circ} 27' N$ Longt. $176^{\circ} 16' W$

Saturday
July 2nd
1804

Ship 24 hours Begun With Gentle Gale At East
Course Steered $W N W$ Middle Part Pleasant
Breeze and Clear Sun Blackish Latter
Part Pleasant Gale So End Variation $8^{\circ} 57' E$
Latter in $18^{\circ} 52' N$ Longt. $174^{\circ} 30' W$

Sunday
July 3
1804

Ship 24 hours Begun With Gentle Gale At
 $E N E$ Course $W N W$ At 6 Steered $W S W$
Middle Part Gentle Gale and Clear Embrace
on Ship's Duty Latter Part the Sail
So End this on Board the today Solar
Latter By obs $18^{\circ} 25' N$ Longt. $179^{\circ} 44' E$

Monday
July 4
1804

Ship 24 hours Begun With Pleasant Weather
People Employed in Ship's Duty
Middle Part Pleasant Weather Steered $W S W$
Latter Part Squally So End N obs this Day
Latter By Sade Obs $17^{\circ} 59' N$ Longt. $177^{\circ} 42' E$

Tuesday
July 5th
1804

Ship 24 hours Begun With Squally Weather
At 10 in Sprung Steered Sail Broom
Middle Part Pleasant Breeze and Clear
Latter Part Little People Employed on the
Sprung Duty and Cooper Employed Making
a Run Busy So End this All Well
Latter observed in $17^{\circ} 44' N$ North
Longt in $175^{\circ} 48' E$ $184^{\circ} 12' W$

Friday
July 6th
1804

Ship 24 hours Began with slight breeze
Clear deep calm in ship duty
Middle part with variable breeze East to
E. S. E. latter part the same S. E. Wind
Lat in $17:23$ Long in $174:02$ East

Saturday
July 7th
1804

Ship 24 hours Began with slight breeze
and clear fresh breeze then W. S. W.
Middle part light squall of rain latter
part slight breeze and clear breeze then
W. S. W. people employed in ship duty
Lat by obs $17:15$ Long $172:16$ East
 $187:44$ West

Variation
of Ampt
 $12:04$ E

Sunday
July 8th
1804

Ship 24 hours Began with slight breeze
people employed in ship duty
Middle part smooth sea breeze then W. S. W.
S. E. Wind this Lat in $17:10$ North Long $170:29$
Long in $189:30$ West Variation $12:50$ W

Monday
July 9th
1804

Ship 24 hours Began with slight breeze
at East breeze W. S. W. Middle part light
squall of rain latter part slight breeze and
cloudy saw nothing remarkable S. E. Lat in $16:10$
Long in $191:54$ West Long $168:06$ East

Tuesday
July 10th
1804

Ship 24 hours Began with bright wind and
cloudy - breeze then W. S. W. Middle part
slight breeze and shaking swell
latter part the same S. E. Wind this
Lat in $16:33$ North Long $165:40$
Long $194:14$ West

(77)

Wednesday
July 11th
1804

This 24 hours Began With Pleasant Breezes
and Breezy Weather Stern WSW
Sailed 10 miles of Breeze Middle Part
at the With Squalls of Rain Latter Part Moderate
Breeze and Clear So On. Lat in $16:29^{\circ}$ N
Long in $196:49^{\circ}$ West Long in $163:13^{\circ}$ East

Thursday
July 12th
1804

This 24 hours Began With Gentle Breeze and
Pleasant Breeze and Clear Breeze Stern WSW
and WSW Middle Part Pleasant Latter Part
Stern WSW So On. Lat in $16:11^{\circ}$ North
Long in $199:03^{\circ}$ West Long in East $160:30^{\circ}$
160:27

Friday
July 13th
1804

This 24 hours Began With With Pleasant
Breeze Middle Part the Same Latter Part
Light Breeze of Rain People Employed
in Ship. Velly So On. Lat in $15:41^{\circ}$ N
Long in East $154:41^{\circ}$ Long in West $201:19^{\circ}$

Saturday
July 14th
1804

This 24 hours Began With Pleasant Breeze
and Clear Weather Breeze Stern WSW
Middle and Latter Part Pleasant Weather
Employed Sailing our Cutter So On.
Lat in $15:23^{\circ}$ Long in East $156:38^{\circ}$ Long in West $203:25^{\circ}$

Sunday
July 15th
1804

This 24 hours Began With Pleasant Breeze and
Clear Breeze Stern WSW Middle and Latter
Part Pleasant So On. Lat in $15:15^{\circ}$ North
Variation Dr. Amplitude At Eve $0:16^{\circ}$ East
Long in West $205:19^{\circ}$ Long in East $154:41^{\circ}$

Monday
July 16th
1804

Ship 24 hours Begin with Breeze
and Clear attended with Small Sea
middle Part Light Show of Rain
to the Part Breeze and Clear. Lat. 14° 32'
Long. W 207° 00' Long. East 153° 00'

Tuesday
July 17th
1804

Ship 24 hours Begin with Breeze
and Clear People Employed in Ship. Very
Middle Part Saw Black fish Part of Struck
to But could not get one to the Part Head
W 208° 51' Long. East 151° 09'

Wednesday
July 18th
1804

Ship 24 hours Begin with Breeze
and Clear People Employed in Ship. Very
Middle and to the Part the same. Lat. 15° 06' North
Variation of Amplitude 3° 30'
Long. W 210° 49' Long. East 149° 11'

Thursday
July 19th
1804

Ship 24 hours Begin with Breeze
and Clear Saw Man War boats in the South
Breeze and the Part Lat. 15° 04'
Long. W 212° 53' Long. East 147° 07'

Friday
July 20th
1804

Ship 24 hours Begin with Breeze
and Clear At 7 Am Took in the Light Vessel
Breeze with All the Middle Part
At 8 Am Took All sail. Head W 214° 28'
Long. East 145° 32'

Saturday
July 21st
1804

Narrows
Finland & Sardinia

This 24 hours began with a light breeze and
clear sent from Main Top Sail to P. park
At 6 sent M Top Sail At 7 Am took in the
light sails then I went At 6 Am set all sail
saw Greenland and Sardinia Baring with N
12 Longs left At 10 O. the Van American
Baring with 30 9 Longs left to End
Lat in 15:09 North Long in with 215:58
Long in with 144:02

Sunday
July 22nd
1804

Monday This 24 hours began with a light
breeze and clear At 8 Am took in the light
sails a top off and on during the night this
night saw the Moon in the Eclipse At 7 Am
went on shore with two Boats and got
Plenty of Coconuts and oranges and luggs saw
saw large herds of cattle But got none
of them so early this 24th

Monday
July 23rd
1804

This 24 hours began with a light breeze
sent one Boat on shore got luggs and saw
hill south At 6 Am came off At 8 Am
Bore up and then I of W & M left this after
Baring with 3 Longs left it Baring in
the L. H. of 14:57 Long in 145:48 East
and in with bearing 214:12

Middle Part set Storing sail and then I
of W & M with light sail all the L. the
part the same so early Lat in 15:12 North
Long in with 214:36 Long in East 145:54

Thursday
July 24th
1804

This 24 hour Begin with Pleasant Breeze and
Clear Middle Part Light Air. S. the East
Employed heaving our Ship S. East S. the 15:42
Longd in West 215:47 Longd in East 144:13

Friday
July 25th
1804

This 24 hour Begin with Light Wind and
Pleasant Breeze then WNW Middle Part
the Like same Allhand Employed Bunking
out Ship S. East the 16:07 North
Longd in West 216:59 Longd in East 143:09
Variation in Amplitude 3:55 E

Saturday
July 26th
1804

This 24 hour Begin with Pleasant Weather
Employed overhauling Ship. Middle & S. the
Part the same - Light Air at NE Course
WNW S. East the 18:13 North
Longd in West 218:00 Longd in East 142:00

Sunday
July 27th
1804

This 24 hour Begin with Light Air & Pleasant
Wind at NE Course WNW Light Air All
the Middle Part S. the Part the same Employed
Bunking the Starboard Anchor S. East
Latd in 16:29 North
Longd in West 219:07 Longd in East 140:53

Saturday
July 28th
1804

This 24 hours begin with Light Air at
030 Course Steer'd WBN People Employed
in Ship's Duty Middle Part Calm
At the Part Light Air at 07th Course
WBN S. End S. 16:49 North
Longd. Wgt 219:47 Longd. Wgt 140:13

Sunday
July 29th
1804

This 24 hours begin with Light Breeze
and Clear Middle Part Light Air at 07th
At the Part Light Steer'd Breezes and Clear Middle
and Smooth Sea Course Steer'd WBN S. 17:07
Longd. Wgt 221:15 Longd. Wgt 138:43

Monday
July 30th
1804

This 24 hours begin with Steady Breeze and
Clear and Smooth Sea Course Steer'd WBN
At 8 Pm found Squall from the SE took in
the Light Sails Middle More Moderate At
the Light Sail Course Steer'd WBN W. Wind
Stream SE to South S. End S. 17:07
Longd. Wgt 222:38 Longd. Wgt 137:22

Tuesday
July 31st
1804

This 24 hours begin with unsettled W. the
attended with hard Showers of Rain
had Up S. Sails Single Priest the
Up Sail S. the Part the W. the Center
unsettled W. the At 1 Pm Course WBN
S. End the S. 17:49 North
Longd. Wgt 224:04 Longd. Wgt 135:56

Wednesday
August 1st
1804

This 24 hour Begin with ~~at first~~ Bright M. and variable attended with hard squalls in middle and latter part the same winds from SW to W. S. at 11:30
Longd. W. 224:34 Longd. E. 135:56

Thursday
August 2nd
1804

This 24 hour Begin with Bright M. from SW to WSW attended with fresh sea and hard rain latter part went down 8 fathoms to 10 fms. the latter is 19:58 North
Longd. W. 224:34 Longd. E. 134:31
Current from W. to NW

Friday
August 3rd
1804

This 24 hour Begin with hard sea and bright sea attended with heavy shower of rain At 4 Am Boat gone 10 fms. and when ship to the SE At 2 Am more ship to the NW at 6 Am main sail set S. at 11:54
Longd. W. 225:46 Longd. E. 134:10

Saturday
August 4th
1804

This 24 hour Begin with Bright M. At SW Current W. and squalls all the middle and hard rain the latter part the same M. variable from SW to W. S. at 11:57
Longd. W. 227:56 Longd. E. 132:50

Sunday
August 5th
1804

This 24 hour Begin with squally M. the middle part more moderate latter part the squalls latter part 4 up 8 fms. with the South Current then I WSW latter is 19:14 North
Longd. W. 229:18 Longd. E. 130:42

Monday
August 6th
1804

This 24 hours begin with Breeze Wind.
and Sunday Middle Part had Squall of Rain
Latter Part the same S. Wind. S. by E. 19:00
Longt. Wgt 230:23 Longt. Egt 124:37
Crews W. B. D.

Tuesday
August 7th
1804

This 24 hours begin with light Squall from
the S. W. Wind was S. Middle Part Set
Steady Sail. Latter Part Bent Main and Mize
Top Sail and Fore Sail and hoisted out the
Starboard Pump to Repair Holes at the Short
Beate S. Wind. S. by E. 19:32 North
Longt. Wgt 231:20 Longt. Egt 128:40

Wednesday
August 8th
1804

This 24 hours begin with Breeze Wind
Middle and Latter Part the like same Employed
Lifting up Starboard Fore and Main Standing
Rigger and other Ship's Duty. S. by E. 19:20
Longt. Wgt 232:27 Longt. Egt 127:33

Thursday
August 9th
1804

This 24 hours begin with light Wind. From
the Southern. We attend to the W. S. W.
Middle Part had Shower of Rain. Latter Part
the best Set Steady Sail. Wind. S. by E. and
the Sea S. by E. S. by E. 19:05 North
Longt. Wgt 233:25 Longt. Egt 126:35

Friday
August 10th
1804

This 24 hours begin with light air and Calm
Middle Part the same S. the Part light air at
OOD Crews with Drift Employed Repairing Main
Top Sail and other Ship's Duty S. Wind. S. by E. 19:36
Longt. Wgt 234:07 Longt. Egt 125:53

Saturday
 August 11
 1804

This 24 hours began with light air at 000
 hours with middle part light shower of
 rain and calm. Latter part light air at 050
 hours WBS to part light in 14:30 North

Variation of Amplitude $\frac{1}{2} : \frac{1}{4} : \frac{1}{8}$ O, H

Long. W. 234.54 Long. ~~W.~~ 125.56

$$\begin{array}{r} 231-20 \\ 124-40 \\ \hline 350-00 \\ \\ 230-23 \\ 127-37 \\ \hline 350-00 \end{array}$$

Aug 11th
1804

The 24 hours began with bright at 0000 Ozone
Wet Middell. Part attended with hard shower of
Rain & the part the same with slight breeze
From the SW & 19 Cars & the 18: 35 North
Long. Wet 236: 14 - Long. 123: 46

Monday
August 13th
1804

This 24 hour Begins with light breeze & cloudy
wind at East Ours WBS at 6 Am saw
the Santa Cruz Baring WWS 3 Sugs Vft
a small Island Baring WWS 2 Sugs
Vft one of the Chickens Island Baring WWS
6 Sugs Vft at 10 Am spoke a ship
Harris Port Jackson bound to Minala
So can the No. 1. the No. 2. by No. 19: 00 N
Longt: Wft 234: 58 Longt: East 122: 02

July 29
 August 14
 1854

This 24 hour began with squally & thick weather
at 5 PM light between the five islands with
two on our starboard head & three on the bowhead
head and one bearing OOE 5 leagues off from
the soil rocks than our camp Wf WBSN
at 6 PM the Northampton Island bore OOE 3
leagues off middle part had squalls attended
with much thunder & chain squalls
Over the ship sails better part more modest
do not creep & sail S. End this
Long in Wf 240:02 Longd's East 19:58

85

Wednesday
August 15th
1804

This 24 hour begin with squally weather
and light breeze of fair wind from the NW
We stand to the N by E and the NW
Middle and S. the part the same to End. Lat $19^{\circ} 31'$
Long $1^{\circ} 24' 14''$ Long in Diff $118^{\circ} 46'$

Thursday
August 16th
1804

This 24 hour begin with light wind and squally
breeze from South to NW We stand our course to the
N by E Middle part squally weather NW at 10 AM
We stand to the NW at 4 AM Jacked to the SE
at 11 AM Jacked to the WNW Lat $19^{\circ} 49'$ N
Bearing cable to End Lat $19^{\circ} 49'$ N
Long in Wgt $242^{\circ} 55'$ Long in Diff $118^{\circ} 01'$

Friday
August 17th
1804

This 24 hour begin with squally weather NW
From the S.W. W. We stand to the NW Employed
striking a new buoy at 4 AM Jacked to the
Southward at 9 AM Jacked to the NW at
2 AM Jacked to the South by Wgt at
4 AM Jacked to the NW Little part
bright weather at 1 PM S. E. Lat $20^{\circ} 25'$ N
Long in Wgt $242^{\circ} 54'$ Long in Diff $117^{\circ} 06'$

Saturday
August 18th
1804

This 24 hour begin with squally weather NW
to the WNW We stand to the NW at 2 AM
Jacked S. sails I singled the top sail
at 3 AM came a way the Mizen top sail
yard in the string at 9 AM Jacked to
the SE at 3 AM Jacked to the NW
at 4 AM S. A up & within Mizen top sail
yard S. E. with strong S.W. wind from
Lat $20^{\circ} 57'$ N
Long in Wgt $243^{\circ} 52'$ Long in Diff $116^{\circ} 28'$

Sunday
August 19th
1804

This 24 hour begin with strong S.W.
Moon seen at 10 with high sea at 10 & m
sounded. But set no bottom at 2 hauled main sail
and doubled sheet the top sail at 4 sounded But
set no bottom at half past 5 the more ship to
the South at 10 & the more ship to the N.W.
attended with hand squabs all the bottom part
so could then set in by abt 21:47 North
Longitude West 244:57 Longitude East 115:40

Monday
August 20th
1804

This 24 hour begin with squally weather
sheet the top sail at 4 am. Sounded in 65
fathoms with fine sand set doubled
sheet top sail and hauled to the N.W. W.D. at
half past 12 sighted sound in 45 fathoms
bottom part light breeze saw nothing set all
sail set 10 sounded in 26 fathoms. Lat: 22:24
Longitude West 244:45 Longitude East 115:55

Tuesday
August 21st
1804

This 24 hour begin with blizy weather
at 1 am saw the light of China Barring N.W.
at large light at 2 the saw two China Junk
steering to the Eastward at 4 pm W.D. packed ship
to the Southward saw number of high boats middle
part had squabs sheet the top sail at 4
saw 4 squabs with 2 China Junk the part had
squabs W.D. third of South W.D. at 10 PM. N. abt
Longitude West 243:50 Longitude East 116:50
Lat: 22:24 God. B. 1804

Wednesday
August 22nd
1804

This 24 hour begin with raining weather
at 4 am packed to the Westward W.D. to the
Southward set out the sheet set top & sail
saw 4 China Junk the S. D.D. W.D. at 1 PM
Lat: 22:23 Longitude West 244:14
Longitude East 115:42

Thursday
August 23
1804

This 24 hour begins with Breeze NW at 1 MW
We stand to the NW & observed the water to
be very brack but not rising which was the
current. At 10 Breeze NW. At the middle part
at 12 Night Breeze shifts to the SE at 2
Am Breeze to the NW. At 4 Am sail down
No land at 11 Am saw the land bearing NW
10 Leagues distant observed - $22^{\circ} 34'$ in 25 fathoms was
Longitude $245^{\circ} 54'$ Long is East $114^{\circ} 06'$

Friday
August 24
1804

This 24 hour begins with light air at 1 MW at
Maradan Inside the current and found it to set east
in not 6 hours which I saw for the 24 hours
at 1 P.M. shifts to the SE at 1 Am Breeze shifts
the NW at 10 Am found it in 25 fathoms No land
in sight At Maradan Inside the current I found
it to set ESE 1 mile SE hour Breeze to the
southward so on. this L.H. is $22^{\circ} 27'$
Longitude $245^{\circ} 29'$ Long is East $114^{\circ} 31'$

Saturday
August 25
1804

This 24 hour begins with light air and smooth
sea the current still driving to the Eastward
which I find is harmful to my Constitution
Middle part light breeze and light NW stand to
the southward NW at night L.H. East 114:51
Observed Main Top - 8 - sail SE on. this L.H. is $21^{\circ} 51'$
Longitude $245^{\circ} 18'$ Longitude is East $114^{\circ} 42'$
Variation Br. Amplitude $2^{\circ} 14'$ West

Sunday
August 26
1804

This 24 hour begins with light at 1 MW NW stand
to the southward with a strong current to the Eastward
at 4 Am Inside the current I found it to set to the NW
at 10 Am saw the land bearing from NW to SW
4 Leagues distant saw two Chinese Junka fishing on the shore
at anchor at Maradan the north part of the Shoal Bore
with 5 Leagues distant and the other part one MW NW 1 hour
the Shoal Bore NW NW 14 Leagues distant at 10:59
Longitude by a luner also this day 10:00 114:13 East

Monday
August 27th
1804

This 24 hour begin with light breeze & shift
wind to the S.W. at night Middle & latter
part of night weather so clear. Lat. $19^{\circ} 22'$ North
Long. West $243^{\circ} 51'$ Long. East $116^{\circ} 39'$

Tuesday
August 28th
1804

This 24 hour begin with light breeze & clear
wind at night wind to the S.W. at 2 Am Jack
Ship to the N.W. at Maroon Jack to the S.W.
at 6 Am then Lat. $19^{\circ} 03'$ North
Long. West $243^{\circ} 51'$ Long. East $116^{\circ} 09'$

Wednesday
August 29th
1804

This 24 hour begin with Breeze from the West
wind to the S.W. with all sail out at 12 night
Jack to the N.W. at Maroon Jack to the S.W.
at 4 AM Lat. $18^{\circ} 54'$
Long. West $244^{\circ} 21'$ Long. East $115^{\circ} 39'$

Thursday
August 30th
1804

This 24 hour begin with light breeze at night
wind to the S.W. at 12 night Jack to the N.W.
at the part squally at 11 Am Jack to the S.W.
had 8 sails double except the top sail. also
Lat. $18^{\circ} 48'$ North
Long. West $244^{\circ} 51'$ Long. East $115^{\circ} 09'$

Friday
August 31st
1804

This 24 hour begin with squally weather at 2 Am
Jack Ship to the N.W. at 6 Jack to the
S.W. Middle part of night breeze at N.W. wind
shift N.W. at out the breeze set top 8 sail
Latter part set studding sail & back Lat. $19^{\circ} 10'$
Long. West $245^{\circ} 51'$ Long. East $114^{\circ} 09'$

Saturday
September 1st
1804

This 24 hour begin with Breeze from the N.W. wind
at 9 Am had 8 sails single except the
top sail at 2 more Madant set top 8 sail found set North
in 60 fathoms water at 11 Am saw the Island of
St. Johns bearing N.W. & Long. East Lat. $21^{\circ} 18'$
Long. West $247^{\circ} 08'$ Long. East $112^{\circ} 52'$

Monday
Sept 2nd
1804

This 24 hour Begin with light wind at NE
We stood to the Northward under all sail at sunset the
Ship headed to the SE Left the Island of St. John
Bearing NW by N 2 Leagues off at 8 o'clock Dipped sail
Doubled the top sails & the last Embury
filling sail in the second course so on with
head pole at NE Lat 20:51 North
Long 146:40 Longitude Oct 115:20

Monday
Sept 3rd
1804

This 24 hour Begin with head pole at NE
At 1 o'clock main sail left the top sails
set down 8 yards were ship to the NW
at 11 Am were ship to the SE at 4 Am were
ship to the NE at 8 Am were ship to the SE
set main sail & 7 o'clock the Oars sent out main
top 8 yards at 10 Am were ship to the SE
Bearing NW by N 2 Leagues off at 10:54
Lat 21:54 North

Tuesday
Sept 4th
1804

This 24 hour Begin with Breeze with at
Left at 3 o'clock of shore at sunset
Made the Island of St. John NW by N 4 Leagues off at 10
o'clock at 3 Am Jacked off with light
wind at 9 Am light breeze from
the West set the main sail & the ship NE
at Maraden the Island of St. John NW by N 3 Leagues off
so on with Lat in Day 21:29 North

Wednesday
Sept 5th
1804

This 24 hour Begin with Breeze with at
NW by N the NE by N at 5 o'clock saw the
Grand Adair Bearing NE by E 9 Leagues off at 7
Am Jacked off & 9 Am during the night at 5 Am
set all sail the NE by N saw one ship head
to the Eastward at Maraden the Grand Adair
Bore NE by N 3 Leagues off so on with

Lat by 21:54 North

Thursday
Sept 6
1804

Macao

This 24 hour Begin with Brigh W. at 11 AM
at 5 AM the Tide being out we came to Anchor
in 14 fathoms water with the Grand Kettle Borne
Baring O.B.M. 3 Sails B. H. & the Mizen on the main
Bearing W. H. 3 Sails B. H. at 6 AM came of a Daylight
from the Grand Kettle Borne at 11 AM Set under Way and
stayed up N.E. B.M. at 2 AM Dropped Anchor in 6
fathoms water at 11 AM Set under Way and went up
with the Tide at 4 PM came to Anchor at in
Macao 4 fathoms. With the Macao Baring W.B. S. H.
B. H. 2 Sails B. H. with Brigh W. at 11 AM
at 10 Capt. G. H. M. on Shore.

Late By 9. 22 = 15 N. H.

Friday
Sept 7
1804

This 24 hour Begin with Brigh W. at 1 AM. Set
the Anchor at 6 AM. Took a Squal from the water
at 11 Capt. G. H. came on Board. Light away
all the Middle Part of the Boat Brigh W.
to Capt. at Macao.

Saturday
Sept 8
1804

This 24 hour Begin with Brigh W. at 1 AM
at 2 AM Set the Anchor at 3 PM. Took a
Squal. From the North at 6 PM the Light
came on Board at 11 PM. Set under Way and
went up with the Tide at 1 AM came to Anchor in
4 fathoms at 4 PM the Tide made up W. H.
Took an anchor and went up with the Tide to Capt.

Sunday
Sept 9
1804

This 24 hour Begin with Light Breeze and
Shanty at 4 AM came to Anchor in 5 fathoms
water Brigh W. H. All the Middle Part at 5 AM
made Anchor at 10 AM at 10 PM. Set
thru the Boat. Came on Board two Mangroves
to beft up to Wampoo. At the Boat Light
and Report to Capt. This on Board the
Ship Lady Adams of N. H. H.

Ship
Lady Adams
Wampoo

Monday
Sept^r
14th 1804
At anchor
Rachal
This day began with light weather and
light air from the Westward at 6 o'clock came
in anchor with Wampoo in 3 fathoms water and
made with the Anson to the Westward at 9 am
on board and dropped into 4 fathoms. Water and made
with the two Bove anchors so Capt. came in
the ship Rachal Captain Barker

Tuesday
Sept^r
15th 1804
This day began with light air and calm
Employed on bending sails and other ship duty
sent down top - 8 yard so End this

Wednesday
Sept^r
16th 1804
This day began with light wind and calm
sent down top 8 - 8 yard and rigged people
Employed putting top - 8 - 8 yard so End

Thursday
Sept^r
17th 1804
This day began with light air and
calm have in the cable and now lowered
then people Employed in ship duty so End

Friday
Sept^r
18th 1804
This day began with light weather All hands
Employed on rigging ship and other duty so
End this are read the books Adams

Saturday
Sept^r
19th 1804
This day began with light air and calm
People on liberty came in one ship so End

Sunday
Sept^r
20th 1804
This day began with light weather Strip the
lower mast and lighted the top found the mast
hard saw better so End All hands Employed on the rigging

Monday
Sept^r
21st 1804
This day began with light weather
Got the fore rigging over the mast had
sun hand Employed on the ship mast
Rigging so End this at Wampoo

This Day Begins With Light Wind and Calm
at 11 Am came on Board. Then took on
All the first Gang at Maradan the last Mapher
the Ship and White of the Port Employed
our Suffer on the Pigger 43 Cans

Wednesday
Sept 19
1804
This Day Begins With Light Wind and Calm
attended With Very Warm Weather All hands
Employed Working the Ship Pigger 43 Cans

Thursday
Sept 20
1804
This Day Begins With Bright Wind and Rain
Middle Part the Same Last Part Ship the
main mast and Ground it Badder than 43 Cans

Friday
Sept 21
1804
This Day Begins With Change Weather and Bright
Wind. People Employed on Ship. Cans 43 Cans

Saturday
Sept 22
1804
This Day Begins With Light Wind and Calm
Last Part Light Shower Rain 43 Cans

Sunday
Sept 23
1804
This Day Begins With Breeze Weather
All hands Employed on our Pigger and
other Jobs 43 Cans With Very Warm Weather

Monday
Sept 24
1804
This Day Begins With Breeze Weather All hands
Employed in Ship City 43 Cans the Same
43 Cans in Board the Ship Today

Tuesday
Sept 25
1804
This Day Begins With Breeze Weather Middle Part
Rain Last Part Breeze Weather one Boat With
14000 Skins 43 Cans this on Board

Wednesday
Sept 26
1804
This Day Begins With Breeze Weather Middle
Part the Same Last Part Breeze Weather one
Ship With 16000 Skins 43 Cans saw one Chatter
Ground Long Side of our Ship

Monday
Sept. 27
1804
This Day Begins With Pleasant Weather
At 6 Am Took one Chop Long Side at
6 Am Discharge the Chop With 14000 Coal Skins
So Card on Board the Lady Adams

Tuesday
Sept. 28
1804
This Day Begins Pleasant Weather at 6 Am
Took one Chop Long Side At 3 Am Discharge the
Chop With 17130 Skins and 420 Stannages ones

Wednesday
Sept. 29
1804
This Day Begins With Pleasant Breeze at NE
at 6 Am our Boat at Sail for Canton So Card
at 4 Am the Boat Came from Canton

Thursday
Sept. 30
1804
This Day Begins With Pleasant Weather At
1 Pm Took out our Main Mast better Part
Employed Repairing the Main Mast So Card

Monday
October 1
1804
This Day Begins With Pleasant Weather and
Cool Breezes from the NE People Employed
on the Shigger So Card on Board this

Tuesday
October 2
1804
This Day Begins With Pleasant Weather Carpenters
Employed on the Mast better Part got up Home
and Mize Topmast and these Topmast yard So Card

Wednesday
October 3
1804
This Day Begins With Light Shower of Rain
Middle Part the same better Part got in the Mast
So Card this on Board the Lady Adams

Thursday
October 4
1804
This Day Begins With Bright W.D. At NE
Attended With hard Shower of Rain Middle
and better Part the same So Card this

Friday
October 5
1804
This Day Begins With Bright W.D. at NE
and hard Rain Middle Part more Moist
better Part So Card this

Saturday
October 6
1804
This Day Begins With Pleasant Weather People
on Liberty better Part Pleasant Weather
So Card this on Board the Lady Adams

Sunday October 1804	This day Begins with a light W. the wind and the part the same so can the
Monday October 1804	This day Begins with a light W. the wind same of our spars so can be getting our shrouds
Tuesday October 1804	This day Begins with a light W. the wind had employed Digging Ship - & Collier &c
Wednesday October 1804	This day Begins with a light W. the wind employed in Digging Ship & Collier &c
Thursday October 1804	This day Begins with a light W. the wind Calm All hands employed Digging Ship &c
Friday October 1804	This day Begins with a light W. the wind Calm employed scrubbing the small Rose Calle so can the on Board
Saturday October 1804	This day Begins with a light W. the wind the wind All hands on duty so can
Sunday October 1804	This day Begins with a light W. the wind Calm Breeze people employed Digging Ship so can the
Monday October 1804	This day Begins with a light W. the wind people employed Digging Ship &c
Tuesday October 1804	This day Begins with a light W. the wind Chains people employed on small boat so can with hand shrouds of chain
Wednesday October 1804	This day Begins with a light W. the wind beat tarring the ship at 11 from the ship and got ready for the other side so can

Friday October 18 1804	This Day Begins With B. & F. Breezes At 6 Am heald the ship and S. A on same breathing At 12 Am Dighted ship to East
Saturday October 19 1804	This Day Begins With B. & F. Weather Employed heald the ship and diting on the at 12 Am Dighted ship to East this
Saturday October 20 1804	This Day Begins With B. & F. Weather Employed D. & H. & G. on ship to East
Sunday October 21 1804	This Day Begins With B. & F. Weather Employed Scraping Trunks and Blocking Spars to East this D. & H. & G. one Man for D. & H. & G. order
Monday October 22 1804	This Day Begins With B. & F. Weather All hand Employed Scraping ship and other jobs to East
Tuesday October 23 1804	This Day Begins With B. & F. Weather All hand Employed on ship duty came in the ship Warden Capt. Little to East this
Wednesday October 24 1804	This Day Begins With B. & F. Weather one Cross on D. & H. & G. at Port to East
Thursday October 25 1804	This Day Begins With Painting and Drying and other jobs to East this
Friday October 26 1804	This Day Begins With B. & F. Weather Middle and Little Part the same to East
Saturday October 27 1804	This Day Begins With B. & F. Weather all hand on D. & H. & G. to East this on board
Sunday October 28 1804	This Day Begins With B. & F. Breezes and Clear Weather All hand Employed Painting ship and other jobs to East to East this on board the Lady Adams

Monday October 29 1804	This Day Begin With Breeze at 10 AM Plenty Employed Repairing Water Casks Dr. Eard this on Board At Canton
Tuesday October 30 1804	This Day Begin With Breeze at 5 AM on Board Ship and wrap up Shoon and Mud Ship in 2 p. them Water to the East Employed filling our Water Dr. Eard this
Wednesday October 31 1804	This Day Begin With Breeze at 10 AM Employed filling Water Dr. Eard At two hands up to Canton to come down in the Ship
Thursday November 1 1804	This Day Begin With Breeze at 10 AM Employed filling Water Dr. Eard this Employed Ditching Ship
Friday November 2 1804	This Day Begin With Breeze at 10 AM Received a Ship Middle and latter part All hands busy Employed Taken in 2 Shing Deer After receiving 450 Shells of Deer Ditching the Ship
Saturday November 3 1804	This Day Begin With Breeze at 10 AM Capt. Gith. Set out for Canton At 8 AM They Brought Onboard on Board
Sunday November 4 1804	This Day Commence With Breeze at 10 AM Hands busy Employed Shing Deer At 10 AM Set up Dr. Eard
Monday November 5 1804	This Day Begin With Breeze at 10 AM Shing Deer and other Jobs Dr. Eard
Tuesday November 6 1804	This Day Begin With Breeze at 10 AM Received a Ship long Side After taken in 240 Shells of Deer Ditching the Ship Dr. Eard
Wednesday November 7 1804	This Day Begin With Breeze at 10 AM Received a Ship long Side After taken in 480 Shells of Deer Ditching the Ship Dr. Eard
Thursday November 8 1804	This Day Begin With Breeze at 10 AM Employed Shing Deer and other Ship Duties Dr. Eard this on Board the Ship being taken

Friday November 1804 9	This Day Begins With Pleasant Weather Employed filling Water and Preparing Sails and Bending Sails Surm Shant Employed filling Water &c.
Saturday November 1804 10	This Day Begins With Pleasant Weather All hands Employed Preparing and Bending Sails and filling Water &c. &c. This
Sunday November 1804 11	This Day Begins With Pleasant Weather All hands Employed on the same Duty
Monday November 1804 12	This Day Begins With Light Shower of Rain All hands Employed filling Water
Tuesday November 1804 13	This Day Begins With Pleasant Weather Employed Preparing Sails and filling Water
Wednesday November 1804 14	This Day Begins With Pleasant Weather and Breeze Wind All hands Employed Preparing Sails and Coys. &c. &c. this on Board the Ship
Thursday November 1804 15	This Day Begins With Light Shower of Rain At 2 P.M. Discharge the Ship latter part All hands busy Employed Hoisting Gear and Varnish &c. &c.
Friday November 1804 16	This Day Begins With Breeze Wind from the NW All hands busy Employed Hoisting Gear latter Employed Clearing Decks &c. &c. this on Board
Saturday November 1804 17	This Day Begins With Breeze Wind and Cloudy With Light Shower of Rain Middle and latter part the same &c. &c. this on Board the Ship
Sunday November 1804 18	This Day Begins With Breeze Wind from the Northward Middle part more Moderate Light the Sails to Day &c. &c. this on Board the Ship
Monday November 1804 19	This Day Begins With Pleasant Weather Light Employed in Ships Duty sent one Boats and crew on Board the Ship Woodroft Sims &c. &c.
Tuesday November 1804 20	This Day Begins With Pleasant Weather All hands Employed in Ships Duty sailed the Ship Liphart &c. &c. this Day

Wednesday
November 21
1804

This Day Begins With Pleasant Weather
Crewed & Chopped All hand. Burying Employed
At 5 PM Discharging the Light Chops to Candles

Thursday
November 22
1804

This Day Begins With Bright Showers of Rain
All hand Employed Stringing down down to the
Hast Employed Stringing up Priggon to Candles

Friday
November 23
1804

This Day Begins With Bright Winds All hand
Burying Employed Chiving Ducks and other Ships
Sutty to Candles this on Board

Saturday
November 24
1804

This Day Begins With Pleasant Weather At 11 AM
Capt. Grotto and Passengers Came down from Cables
At 1 PM on Board Ship At 3 PM Got under
Way and went down began the shipping and can-
threw anchor with the small anchor to Candles

Sunday
November 25
1804

This Day Begins With Pleasant Weather Pleasant
Weather All hand Burying Employed Stringing in the demers
for Sea At 9 AM the Light came on Board to the
Hast Employed Securing the cables to Candles this

Monday
November 26
1804

This Day Begins With Pleasant Weather All hand
Stringing Cables for Sea At 1 PM got under
Way in company with the Ship Sudamusan
and S. L. to Candles Wind from N E and S E

Tuesday
November 27
1804

This Day Begins With Bright Wind At 1 PM
At 4 PM Came to Anchor 2 Miles below
the Boga At 4 PM Made Anchor At 11
Discharging the Light At Maroon kept Maroon
to Candles this on Board the Lady Adams

Wednesday
November 28
1804

This is the Last Day

Thursday
November
1804²⁹

This 24 hour begins with Bright Wind.
From the NW at 1 P.M. the Grand Redoubt
Bore East Dift 21 Leagues it being in the
S.W. Longitude Middle Part
hard Wind Squall Drift the Drift
9 Am sent down 2. yards hands
the fore sail. S. Card. L.H. By Tack
Breckan $19:48$ Longd. East $114:09$
At 10 Loaft sight the Gudamufun

Friday
November
1804³⁰

This Day begins with Bright Wind and
From Middle Part More Madest to the
Part set fore sail at 10 set Main sail
S.H. and Mizen S. Card. in Company
with the Globe. L.H. By 9h $14:13$ Long. $115:24$

Saturday
December
1804

This Day begins with Bright Wind.
At 10 P.M. Sounded S. & Bottom in
35 fathoms Water on Maclefield Bank
At 11 P.M. Stead of S.W. S. D. D.
L.H. is $15:02$ Longd. $114:34$ East

Sunday
December
1804²

This Day begins with Bright Trade and
Cloudy Middle Part the same S. H. the
Part L.H. S. Card. L.H. is $15:10$ Longd. $112:19$

Monday
December
1804³

This 24 hour begins with hard Gale from the
NW & Gulf Stead S.W. in Company with the
Globe. At 10 Am Squall Drift the Drift
hard Gale All the better Part S. Card.
L.H. is $10:33$ Longd. $110:50$ East

Tuesday
December
1804⁴

This 24 hour begins with hard Gale from the
NW at 1 P.M. saw Round Island bearing S.W. the
and Gale Lapata bearing N. S. and the Little
Remained bearing S. S. S. & lower Dift we heaved
up short on the Wind but could not weather S.
we bore up S.W. S. E. L.H. is $11:38$ North
Longd. is $108:48$ East

Wednesday
December 5
1804

This 24 hours began with hard Gale and Rain
Wind AT NNE NW then SSW AT 8 Am started
SW by S AT 10 Am split Main Top-S. Sail
AT Mainmast sent Down Main Top-S. yard and sent
the Fore Top-S. yard up to the Mast so that we abo
Latter by Dade recken $4^{\circ} 57'$ Long $106^{\circ} 58'$ East

Thursday
December 6
1804

This 24 hours began with hard Gale from the
NE NW then SSW AT 5 Am Overtaken
Fore and Main Top sail and have two with the back
yard back hauled to the NW in company with
the Ship like Capt. Cleaveland hard Gale all
the night AT 6 Am made sail then SSW
Saw no land so that this is so. Latter by
Dade recken $2^{\circ} 57'$ Long $105^{\circ} 52'$ East

Friday
December 7
1804

This 24 hours began with hard Gale and Rain
Wind. From the NNE AT 5 Am Overtaken
Fore and Main Top sail and have two hauled to the
Ceptual attended with hard Gale and Rain all the
Middle part AT 6 Am saw the Anna both
Island bearing from NNE to NE 6 Leagues
Left NW made sail and bore of the the Southward
so that with squally weather and hard Winds
Latter by Dade recken $2^{\circ} 5'$ North Long $105^{\circ} 10'$ East

Saturday
December 8
1804

This 24 hours began with Breeze Wind and
squally Wind from the NNE NW then South
AT 10 Am saw Peter's Island bearing South
8 Leagues Left saw three more at the same
time Latter part Light Air all hard
Breezes Employed on Ship. Duty S. D. C.
This 24 hours NW then for the Straits of
Gosper No ab. Latter by Dade recken
Left latter 110 Miles

Sunday
December 9
1804

This 24 hour begins with light Air from
the NW & W wind to the SE & S at 3 Am
before Island Bore West 10 Mils. Light and the
NW part of Banker Bore South Light & long
Calm all the Middle S. the East took a Squall
from the NW going to the SE & S. E. & S.
No obs. Light by Side Bore West Light 28 Mils

Monday
December 10
1804

This 24 hour begins with light weather S. & A
steering sail. Quasi. SE & S in company
with the S. & S. Middle East Squally weather
and thick at 11 Am San Gappa Island Baring
NW & W 6 long Light Wind. from the NW & W
that Boreas our Cape Difficult to S. & A then
the North S. E. & S. No obs. then Long

Tuesday
December 11
1804

This 24 hour begins with light Air from
the NW & W wind to the NW & W
at 5 Am came to Anchor with the Stream
in 20 fathoms with Sappa Island Baring NW & W
at 1 Am Squally made Anchor and head to the
NW & W. at NW & W S. E. & S. in 2:56 South

Wednesday
December 12
1804

This 24 hour begins with light Air and Calm
at 10 Am came to Anchor in 19 fathoms with
Sappa Island Baring NW & S 6 long
Light at 1 Am made Anchor with a head
Squall from the Southward we head to the NW & W
saw one such ship with three long West

Thursday
December 13
1804

This 24 hour begins with Breeze Wind from
the Westward at 1 Am Sappa Island to the
SW & W saw 17 Breeze head to the SW at
17 Am came to Anchor in 17 fathoms with
6 long Light with Sappa Island Baring South & S Light at
5 Am made Anchor then I saw one such
Breeze S. & W at 11 Light from the NW & W
S. & W at 11 saw middle Island Baring S. & S 4 long

Friday
December
14
1804

This 24 hours begins with Bright Wind from
the NW Group SW by S At 8 Am Sailed in
8 fathoms Water 10 Leagues from Sumatra Shore
Saw two Sail to the SSE Steering to the
Westward At Maradan Saw the Island called the
Brothers Barving SB 10 Leagues Dist S. by E.
Latd 96 and 5 4: 44 South

Saturday
December
15
1804

This 24 hours begins with Light Air from the
NW Group SW by S At 5 Left the Brothers
Spoke the Ship Capt. Robert Baker from
Mimola At 12 Night Steered SB 10 in 10 fathoms
Water At 3 Am Left one Ship At Anchor
At 5 Spoke Ship Agreus Saw three other Ships
At 9 Left with Island At Maradan Sailed
made Bore SSE and Bantam Bore SB N
So Eard. Latd in 96: 11 South

Sunday
December
16
1804

This 24 hours begins with Bright Wind and Squally
from the SW Squally Drift the Ship sails At 8
Left out the Ship At Main Top - 6 - Sail
At 3 Am Wind from the SE Group WNW
At 8 Am Spoke the Ship Eulimagon who
had Left this uncertain Capt. Bampfide
on the 14th of this Month Latd. East Light
Air and Variable S. Eard. then

Monday
December
17
1804

This 24 hours begins with Gentle Gale
and Variable from the WSW At Sunset
Saw an Island Bore SB 5 Leagues Dist and
Crochetal Island Bore SE 4 Leagues Dist
At 12 Night Drift to sail held to the SW
Wind to the WNW At 3 Left out the Ship
So the Boat Drifted to the NW in Company with
3 other Ships At Maradan Sailed Bore SB
4 Leagues Dist and Crochetal Bore SE 6 Leagues Dist 1804

Tuesday
December 18
1804

This 24 hour begin with bright wind from
the S.W. wind, to the W.W. in Company
with the ship Woodroff Sims & S. L. and ship
Dispatch ship Ludmington ship Adseon ship
hope All out under board Middle East Light
Sail and Variable Little East S. East Breeze from
the S.W. At Navadan Arrives Island Bore S.E. B. E
Savag had Bore S.E. B. E 12 Breeze D. ft Procto Bore
E. ft 12 Breeze D. ft S. East. Lat. in $6:15$ South

Wednesday
December 19
1804

This 24 hour begin with bright wind and
squally At 5 S. East. D. ft the Dispatch
had to the S.E. At 6 P.M. Arrives Island
Bore S.E. and Savag had Bore S.E. B. E 12
Breeze D. ft and Procto Bore S.E. B. E 15 Breeze D. ft
Middle and both East hand Squalls from the S.E.
and W. At Navadan Savag had Bore E. ft 10
Breeze D. ft and Arrives Island Bore E. ft 8 Breeze
D. ft S. East. and also this

Thursday
December 20
1804

This 24 hour begin with bright wind from
the W.S.W. group. All out South in Company
with three ships At 6 P.M. Savag had Bore
S.E. D. ft 10 Breeze At 10 P.M. Ship to
the W.S.W. wind from the Southward Little East
All had. Breezes Employed Storing Cables and Arcton
one Sail in Sight S. East Lat. in $7:20$ South
Longitude Java had Longitude $105:00$ East
Longitude by the ship - $104:14$ East

Friday
December 21
1804

This 24 hour begin with bright wind
from the South Group W.S.W.
Little East the same S. East.
Lat. in by S. East $7:59$ Longitude $102:59$ East

Saturday
December 22
1804

This 24 hour begins with Brisk Wind from
the S. E. Course Steer'd N. W. Middle Part
S. A. Steering Sails. Attended with a high Sea
from the S. E. S. Part on Board
Lat By obs $8^{\circ} 11'$ South Longd in $100^{\circ} 43'$ E.

Sunday
December 23
1804

This 24 hour begins with light Wind
and variable from S. E. to N. E. Sent
Down J. P. S. yard to repair the Sails
At 10 Am Sent J. P. S. yard. A boat
one sail in sight to the N. E. S. Part
Course S. W. N. obs. Lat $8^{\circ} 56'$ Longd in $99^{\circ} 4'$

Monday
December 24
1804

This 24 hour begins with light Air
and variable. Attended with a high Sea
from the Southward. At the Part S. A. up
the Standing Tiggeran pole and Aft S. Part
Lat in $9^{\circ} 28'$ Longd in $99^{\circ} 00'$ E. ft
Longd by the Sun in $99^{\circ} 34'$ E. ft

Tuesday
December 25
1804

This 24 hour begins with squally weather
from the S. W. At 4 in Steering Sails hoisted
J. P. S. Sails At 7 Am Wore Ship to the
Northward. Colm toward the Middle Part S. the
Part Brisk Breeze from the South Course W. obs.
Lat in By obs $10^{\circ} 26'$ South Longd in $99^{\circ} 20'$ E. ft

Wednesday
December 26
1804

This 24 hour begins with Brisk Wind S. E.
South Course W. S. W. Middle and S. the Part
W. variable. Prepared Nize J. P. S. Sails
S. Part. Lat By obs $10^{\circ} 50'$ South
Longd in $95^{\circ} 58'$ E. ft

Thursday
December
1804 27

This 24 hours Begin with bl. fast weather
and smooth sea. Wind from the SSW
Course to the Northward latter part Calm
LatD in By 9h 11:03 LongD in 44:40

Friday
December
1804 28

This 24 hours Begin with bl. fast
Breeze from the SE Course SSW
latter part bl. fast Breeze and Clear
LatD in 12:02 LongD in 43:10 South

Saturday
December
1804 29

This 24 hours Begin with bl. fast
Trades and Clear Course SSW and
WSW S. A All the light Sails
LatD in 12:59 LongD in 40:48 E

Sunday
December
1804 30

This 24 hours Begin with bl. fast
trades and Clear Course Stead WSW
S. E. LatD in 13:55 LongD in 38:28

Monday
December
1804 31

This 24 hours Begin with bl. fast Trades
and Clear latter part Cloudy Making
Squall Steady Wind S. East Course WSW
LatD in 14:38 South LongD in 35:52 East

Tuesday
January
1805 1

This 24 hours Begin with B. fast Trades and Cloudy
Middle part light Squalls latter part bl. fast
Trades At 10 o'clock Course Stead WSW S. E.
LatD in 15:43 South LongD in 33:15 East

Wednesday
January
1805 2

This 24 hours Begin with B. fast Trades and
Cloudy Middle part Attended with a confused
Sea Course Stead WSW S. A All the light
Sails S. East LatD in 16:53 LongD in 30:05 East

Thursday
January 3rd
1805

This 24 hour Begin with Stiffest Trade
From the S.E. Cross W.B. & Middle Part
Bright Squab & the East Stiffest Trade &
Clear Emptied Making & Sill S. End.
L.H. in 17:39 South Long 76:54 East

Friday
January 4th
1805

This 24 hours Begin with Bright Trade
and Stiffest Trade Stiff W.B. with S.E.
the Bright Sail Set S. End this 9 AM
L.H. in 18:10 South Long 76:51 East

Saturday
January 5th
1805

This 24 hours Begin with Bright
Trade & Clear Middle Part Bright
Squab Trade in Bright Sail & the East
More Moderate Set the Bright Sail S. End
L.H. in 19:55 South Long 76:53 East

Sunday
January 6th
1805

This 24 hour Begin with Moderate Trade
Middle Part Attended with & Chumbling
Sail from the S.E. Cross W.B. & S.
& from Stiff W.B. S. End this
L.H. in 19:47 South Long 68:08

Monday
January 7th
1805

This 24 hour Begin with Bright Trade Cross
W.B. Middle Part Attended with Shoring of
Chain & the East More Moderate Cross W.B.
L.H. in 19:48 South Long 66:08 East
Wharton D. Height 7:29 W.B.

Tuesday
January 8th
1805

This 24 hour Begin with Bright Trade
& Clear Emptied Repairing the Sill
Cross Stiff W.B. & the East Stiff W.B.
S. End this L.H. in 19:45 South
Long 64:13 East

Wednesday
Aug 2
1805

This 24 hours Begin with Light Breeze
and Clear Breeze West S. to East
Wind WBS S. A All the Light Sails
Brought Employed Making Spanyan. S. C. S.
Lat^d is 20:06 South Long^d is 62:28

Thursday
Aug 10
1805

This 24 hours Begin with Light
air from the East Breeze Wind WBS
At 2 AM Wind West at 3 S. to
Saw the Island of Proderoch Barring
NW 14 Leagues Dist At Maraca
A ~~more~~ NW 9 Leagues Dist
Lat^d is 20:00

Friday
Aug 11
1805

This 24 hours Begin with Light air
and a Drizzling Snow from the SW
At 4 AM took the Distⁿ Between the
Sun and Moon and found the Length
to be 64:12 East with the Island
of Proderoch Barring NW 5 Leagues
Dist At 10 AM Breeze Employed Drizzling
the West Lat^d is 20:11 Long^d is 63:14 E

Saturday
Aug 12
1805

This 24 hours Commences with Light
Breeze and Drizzling Snow from the SW
Breeze Wind WBS S. to East Drizzling
Breeze S. to S. S. C. S. this Day an S.
Lat^d is 21:03 South Long^d is 64:32 E

Sunday
Aug 13
1805

This Day Begin with Cloudy with
from the S E Breeze Wind WBS S. to East
Breeze Small Showers of Rain S. to East
Light air and Clear S. C. S.
Lat^d is 21:47 South Long^d is 64:52 E

Monday Sund 14 th 1806	This 24 hour Begin with light air and Calm latter part Employed repairing Main top sail So Calm this Lat ^d is 21:57 Long ^d 58:46 Ept
Tuesday Jan 15 th 1806	This 24 hour Begin with light air at 6 Part Main top sail light air All the Middle part L. the part of the Breeze at Eight Ours the S W B O - Employed repairing Sails Lat ^d is 22:46 Lat ^d Long ^d is
Wednesday Jan 16 th 1806	This 24 hour Begin with light air and and variable from ENE to ESE Course NW O Employed fitting Breeft Back stays So Calm Lat ^d is 23:44 South Long ^d is 54:51 Ept
Thursday January 17 th 1806	This 24 hour Begin with light air Middle part light shower of rain W. S. variable from ESE to ENE Course the S W B O Set up Main Breeft Lat ^d is 24:25 Long ^d is 58:17 Ept
Friday Jan 18 th 1806	This 24 hour Begins with light air and stiff & steady W B O at 4 O m saw large school of Sparrow Whales Middle part light air Latter part Breeze W. S. and then from the NE and NNE So Calm Lat ^d is 25:10 Long ^d is 56:46 Ept

Saturday
Jan 19
1805

This 24 hours Begin with light air
from the NE Middle at the middle with
squally weather took in the light sail
single sheet the top sail later
part of the ship at the middle N.E.
I high swell from the S.W. to E.
Lat. is 25:50 Long. is 50-18 E.P.

Sunday
Jan 20
1805

This 24 hours Begin with squally weather
W. from N.W. to E.N.E. Course W.B.S.
At 3 Am saw Sparrow Whales in every
direction at 4 O'clock gave each man
his allowance of Bread 7 pounds of Work
at the part the part Main S.P. - 4 - sail
and sent him to the part S.E. to the
N.W. - Lat. By Dead Reck. 26:20 Long. 49:38

Monday
Jan 21
1805

This 24 hours Begin with light wind
from the North NE Course the middle W.B.S.
Middle part Bright Wind at the
part S.W. at Maradan came
a way fore part of the ship
Boom Lat. 27:38 Long. 47-35

Tuesday
Jan 22
1805

This 24 hours Begin with Bright Wind
and rain from the N.W. At 8 Am
except the top sails At 8 Am set out
the ship went ship to the N.W.
Lat. part Bright Wind and high swell
Bent Main Staysail to the part
N.W. Lat. By Dead Reck. 28:10 Long. 46:13
By the Sun - 26:44 E.P.

This 24 hours begin with light air from
 the S.W.B. we hold to the N.W. at 4.0
 Give each man his allowance of M. & S.
 one quart of R. M. & S. - At 3.0 P.M. Drift
 Dr. sails at 8.0 A.M. the Drift out the Main
 Dr. sails at 9.0 P.M. sails at 10.0 A.M.
 Dr. & sails at 11.0 A.M. Dr. & sails at 12.0 P.M.
 to Repair the sails S. & S. with Drift. W.B.
 At 1.0 P.M. Drift. There is W.B.
 At 2.0 P.M. Drift. Drift. 43.56

This 24 Begin with Brigh Wind at
A Bm Clift Drect the top Sails have
Main Sail a Jib. A fair Mayson
At 6 Set Down Fore a Mize top - 2. yard
to the Port More Madnet Wind from the South
Set Double Press top Sail Main Sail a
Jill to East S.W. 30:15 Longitude 34:30

This 24 hour Commence, With Brigh. S. &
and Chase Wind, from the Southward Course
With Midd. Part Squally, S. & Part Brigh
Wind at S. & Course With S. & Storing Sails
S. & Course S. & 30; 48 Long 32; 47 Ept

Then 14 hours Begin with Bright Wind
From the SSO Course Wt at 51 Am Steri
WSDM. At Middle Part Squally WSD.
Variable toak in the Light Sails at 5
Am Steri Wt at the Light Sails WSD.
From the ODO San No Land & Oak
So Wt is $52:05$ South Longt $29:50$ ft

This 24 hours begins with brisk breeze from
the ESE Gales WOB N with all sail
set. People employed in ship Duties -
one sail in sight to the Westward at
4 Am stood WSW at 4 Am then WSW
Wind from the SE better than sight WSW
and rain from the SW brought the top sail
No other sail by Spd. Dr. 32:48 down 28:14

This 24 being Begin With Bright Wind from
the S.W. we stood to the N.W. & set out
the Prop. Set top. 8. Sails at 4 to 10 in top
8. Sails. Single Sheet the top sail held to West
at 5. Then set all sail W. at S.W. saw
no land. At 8 by alt 33 (59) South 26. 50

Friday
Feb 2
1806

This 24 hours begin with light weather
wind from the SSW withed to the withed
light and the middle part little part bright
wind at East Course WNW at 4 Pm
Litt in 35:54 Long 24:50 East

Saturday
Feb 3
1805

This 24 hours begin with light wind from
the East Course WNW at 4 Pm speak the
Ship Lake of Bottom Cape Cleveland -
at 5 Pm run on to the Squallies Bank
middle part caught one proper - wind from the
SE Course WNW little part Cape Cleveland
come on board the Lady S. Earl
Litt in 35:17 South Long in 22:27 East

Sunday
Feb 3
1805

This 24 hours begin with light breeze at South
Course with middle part wind from the SSE
Course NW at 11 Am San Cape Squallies
Barring NW at 10 hours left one sails to
the WSW at Maradan Cape Squallies Bore
E SE 5 hours left summer again NW at
left 4 hours Litt in 34:50 Long in 20:19

Monday
Feb 4
1805

Left Port begin with light breeze and calm
at SSE Course NW at sunset the withed
Land Bore NNE 11 hours left Eastward land
Bore E SE 9 hours left middle and little
part calm two sails in sight at March
the withed Land Bore NW E 8 hours
left S. Earl this on board the Lady
Adams Litt in 34:28 South Long 19:13 East
Variation By Evening Ampt 25:55 W

Tuesday
Feb 5
1805

Ship
not
moving
on
ground

This 24 hours begin with light air
At 10 am took to the NW the two sails
in sight had to the NW at 7 am
Spoke the ship Manaland from St. Lawrence
Capt. Adomson Bound to New York 26
Days out All with bright wind All the M. day
Part at 6 am took land bore S E E
7 Lugs Sift At 11 Ditto saw Sparrow Whales
So Cal. Lat. $33^{\circ} 27'$ Long. $17^{\circ} 15'$ Depth

Wednesday
Feb 6
1805

This 24 hours begins with bright wind
and clear middle part bright wind. Clouds
took in the bright sails had to top - S - sails
single Dressed the top sail to the part more
modest. At 9 am the ship set top - S - sail
and stowing sails so Cal. one sail in sight
Lat. $34^{\circ} 15'$ South Long. $12^{\circ} 08'$ Depth

Thursday
Feb 7
1805

This 24 hours begins with bright wind from
the NW. Cruise third NW at 6 am set
all the light sails. Employed making -
Sparrow S. Cal. Lat. $29^{\circ} 8'$ Long. $11^{\circ} 32'$

Friday
Feb 8
1805

This 24 hours begins with better sail At S E
middle and S. M. Part the same Cruise third
NW Lat. $27^{\circ} 24'$ South Long. $9^{\circ} 48'$ E

Saturday
Feb 9
1805

This 24 hours begins with light air
At S E Cruise NW at 6 am third
NW B. S. Lat. Part light air. S. Cal.
Lat. $26^{\circ} 25'$ South Long. $4^{\circ} 26'$

Sunday
Feb 10
1805

This 24 hours begins with light air and
clear Cruise NW at S E
middle and S. M. Part Ditto S. Cal.
Lat. $23^{\circ} 24'$ South Long. $7^{\circ} 20'$ E. M

Monday
Febury
1805¹¹

This 24 hours Begin with light air &
variable from SE to South Course now
better Part better Trade and Clear
Course now better Part Employ Repair
our Boats better 24.46 Long 6

Tuesday
Febury
1805¹²

This 24 hours Begin with Bright Breeze and
Clear Course still now M. with at 1. the
Part the same saw one strong Sail S. E. D.
Lat 23.37 South Long 4-32 E. ft

Wednesday
Febury
1805¹³

This 24 hours Begin with Bright Wind from
the SE Course now M. at all the light sail
Bright W.D. all the middle Part at 10 Am
Spoke the Ship Albion from
Calcutta Bound for Boston 66 Days out
Lat 21.59 South Long 7-34 E. ft
Variation N. Ampt 14.40 West

Thursday

Thursday
Febury 14
1805

This 24 hours Begin with Bright Trade and Clear
Middle and 1. the Part the same S. E. D.
Lat 20.11 South Long 20-29 E. ft

Friday
Febury 15
1805

This 24 hours Begin with Bright Trade and Clear
Weather Middle and 1. the Part the same
Lat 18.16 South Long 1-58 West

Saturday
Febury 16
1805

This 24 hours Begin with Bright W.D. at SE
Course now Middle Part the same
better Part Repair Blue top S. Sail S. E. D.
Lat 16.56 South Long 3-22 West

Sunday
Febury 17
1805

This 24 hours Begin with Cloudy weather
at 10 P.M. saw the Island of St. Helena
Bearing NDB 5 L. Dist 10.9 in the
W.D. At 11 Am took it at 1. the Part
on At 11 better Part the Boats on
S. E. D. Dist of the land 2 M. 5

Monday
Feb 18
1805

At 2 Pm the Boat came on Board at
half past 10. Came to Anchor at 4 Pm
James Vally in 18 f. from Water with
the town bearing S.B.E. 12 mile Drift
At 9 Am sent all the water Cph on shore
At Manadon got of one load 12 Cph in
vessel so. Ca. Mr on Board the Lady

Tuesday
Feb 19
1805

This 24 hour begin with brisk Wind and light
showers of Rain set from the shore soon after
at 3 Pm set under way in company
with the Sloop At 5 Pm the Captain and
Defender came on Board so. Mr Bone of N.M.
Dun one sail At 8 Pm the helms one
S.D. - 4 barg Drift its S.W. in 15.50 and
its Long 5.46 Wgt to Day S.W. 15.20
Long 17.8 Wgt

Wednesday
Feb 20
1805

This 24 hour begin with brisk trade and
clear All hand. Employed string cables and
Anchors. Middle and Little part brisk W.D.
and squally two sail in sight to the East
so. Ca. Mr Orange stem'd N.M. D. - 10 m
S.W. in 14.09 South Long 9.45 Wgt

Thursday
Feb 21
1805

This 24 hour begin with brisk trade and
squally Orange N.M. All hand. Employed
N.M. Mr Day S.W. by Day - 12.43
Long 12.13 Wgt

Friday
Feb 22
1805

This 24 hour begin with brisk trade
and squally Orange N.M. Middle part
the same S.W. part Bent the 9.12
one sail and prepared the other so. Ca.
N.M. by Day. S.W. - 11.23
Long 14.31 Wgt

Saturday February 23 1805	This 24 hours begin with light breeze and all hand employed repairing Mizen top sail & D. D. the latter 10-34 Length 16-30 Wgt
Sunday February 24 1805	This 24 hours begin with light breeze and clear breeze N.W. Middle and L. the part the same & D. D. this on board L. the by 9-38 South Length 18-56 Wgt
Monday February 25 1805	This 24 hours begin with light breeze breeze N.W. latter part repaired top storing sails on board Main and Mizen top sails and part two the others all hand employed repairing the topsails Latter 17-57 South Length 21-26
Tuesday February 26 1805	This 24 hours begin with light breeze at 12 Ours N.W. latter part employed repairing sail and other ship duties Latter 6-50 South Length 23-32 Wgt
Wednesday February 27 1805	This 24 hours begin with light breeze breeze N.W. latter part employed painting and other ship duties & D. D. the latter 5-33 South Length 25-28 Wgt
Thursday February 28 1805	This 24 hours begin with light breeze and clear breeze N.W. all hand employed painting & D. D. latter 4-01 South Length 27-45 Wgt
Friday March 1 1805	This 24 hours begin with light breeze and thick weather all hand employed painting middle part squally with variable breeze and rain sails hoisted to top & sail better but more weather set to top sails & D. D. Latter 2-45 South Length 29-40

Friday
March 2nd
1805

This 24 hours Begin With Light airs and fair
Quays NW by N Middle Part Calm and fair
Light airs from the SE Quays NW by N
Moving Sails Saw nothing remarkable at Land
Lat $2^{\circ} 00'$ South Long $30^{\circ} 10'$ West

Sunday
March 3rd
1805

This 24 hours Begins With hard rains and
Light Wind and variable from NE to NW
hard rains All the Middle Part handed
the Light Sails the Part more Moderate
Wind from the ENE Quays NW by N
at Land on Board the Lady Adams
Lat By obs $1^{\circ} 40'$ South Long $30^{\circ} 21'$

Monday
March 4th
1805

This 24 hours Begin With Light from the
ENE Quays NW by N Saw nothing remarkable
Caught one fish Middle Part kept Weather
at Moving Sails the Part Specially took
in Moving Sails at 10 AM Spent fore top
S. Sail, Wind at ENE Quays NW by N at Land
Lat By obs $00^{\circ} 29'$ South Long $30^{\circ} 43'$ West

Tuesday
March 5th
1805

This 24 hours Begin With Light Breeze from
the NE and small showers of rain Middle
Part Light Wind from the NNE Quays NW by N
the Part repaired top S. Sails and sent it ad
Lat $0^{\circ} 32'$ South Long $31^{\circ} 43'$ West

Wednesday
March 6th
1805

This 24 hours Begin With Light Wind from the
NNE as the NW Middle Part hard rain
and Light airs from the NNE the
Part had rain and Drizzle with at NNE
at Land Lat By obs $1^{\circ} 10'$ South Long $32^{\circ} 55'$

Thursday
March 7th
1805

This 24 hours Begin With Drift Wind at
NNE Quays NW Middle Part the same
the Part the same Employed repairing
Sail at Land Lat $2^{\circ} 28'$ South Long $34^{\circ} 41'$

Thursday
March 8th
1803

This 24 hours Begin with Bright track and
hazy weather At 4 took in fore top mast
storing sail Middle and L. the best bright
track S. E. D. Lat. $3^{\circ} 45'$ North Long. $36^{\circ} 29'$

Saturday
March 9th
1805

This 24 hours Begin with Bright track and
thick weather Middle part light showers
of rain W. D. at 10 Ours NW S. E. D.
Lat. $4^{\circ} 57'$ North Long. $34^{\circ} 12'$ West

Sunday
March 10th
1805

This 24 hours Begin with Bright track at
10 Ours NW people busy employed
making Spangarm and other ships Duties
Middle part Bright track L. the part set
fore top mast storing sail Ours NW S. E. D.
Lat. in By obs. $6^{\circ} 52'$ North Long. $41^{\circ} 22'$ West

Monday
March 11th
1805

This 24 hours Begin with Bright W. D. from
the NW Ours NW Middle and L. the
part the same S. E. D. the 9th
Lat. $9^{\circ} 46'$ North Long. $43^{\circ} 45'$ West

Tuesday
March 12th
1805

This 24 hours Begin with Bright track
at NW Ours NW at 6 Am split the
fore top S. sail sent the yard down
L. the part employed making top S. sail
out the fore storing sail S. E. D.
Lat. By obs. $11^{\circ} 08'$ North Long. $46^{\circ} 6'$

Wednesday
March 13th
1805

This 24 hours Begin with Bright track and
alging Obs. Ours NW Middle and L. the
part the same S. E. D. the
Lat. $13^{\circ} 08'$ North Long. $48^{\circ} 35'$ West

Thursday
March 14th
1805

This 24 hours Begin with Bright track At
10 Ours NW at 2 Am sent up fore
S. yard Middle and L. the part Bright W. D.
Delic. nickel Series his Duty S. E. D.
Lat. By obs. $15^{\circ} 08'$ North Long. $50^{\circ} 50'$

May
H. L. S.
1805

garfe
MM

The 24 hours began with Breeze fresh
and squally. At 1. Am Sailed from top
of sail hauled Main and Mizzen top of
sail. At 10 Am set Main top of sail
at 11 D. the Sailed Main top of sail
At Maradan spoke a Brigg from
Salgan Bound to Marchenness 22 Dec
with Dr. Ed. All hand. Preparing Sails
Loth in 16.33 North Long 53.18

Pa. No. 107
 March 16
 1840

This 24 board begins with 11 feet
boards at 1000 Course NW Set
Moving Soil Little Part sent up
More top of yard Old hand Crust
Preparing Briggan to Carl.
Lath is 18-21 with hanging 5' 5' - 34

Sun May
 March 17
 1805

This 24 hours begin with bright trades and
usually take in the light sails (guap. etc.)
from Middle East Guap. from West. variable
from NE to SSW. S. East on ab. 1/2 the
in by Sado. Ch. 19-24 with height 57-70 with

Monday
March 18
1805

the 24 hour Preign With Light Breezes
from the E & E Middle Breezes from the
N.E. Quarf. NW Middle and latter part
strong saw one Sail People Employed
Repairing the Shiggen to Earl.
A.H. is 20. 45 North long is 58. 15 West

July 22
June 2 19
1805

This 24 hours begins with light wind and
rain from the westward ran some sail
middle part light wind and squalls from N.W.
to N.W. with high swell from the
N.W. S. O. Lull in 21-57 with breeze 57-57

July 10th 1844
 4^h 58^m 44^s observed the
 distance between the Sun & Moon which was 55^h 46^m 15^s
 from Altitude 51^h 24^m and 7^h 5^m required the true
 dist of Greenwich

0 17 0	51 24	55 46 15
17 15	Ap Alt 31 04 10 5126	31 00
	02 P 00 39 10 3126	56 17 15
	2 Ap Alt 31 24 9 7982	
	34 40 7144	
	Alt 46	
	20 33 58	

17 15	17 15
1 24	2 1
19 00 34 9 30 11 1084 Co D	6 19 3
49 00 16 4 30 9 4828 Co D	8 1
11 15 28 1 34 10 2717 Co D	56 8
39 5 7 9229	55 2
Sum 68 2 37 9 6047 Co D	56 1
17 1 00 10 079 Co D	1 1
Const Alt 4 56 1 1879 PL	1 2
Diff 2 15 1 9 05 PL	2 38
	18 00
	20 38
	4 58
Diff 1 47 23 10 6403 Co D	15 39
Ap Alt 1 04 0 7 907 PL	24 00
Const Alt 33 55 0 72 8 PL	08 20
Sum 4 44 1 5 5	

Little Ship 19 14 2242 Decant
 from Light 21 0164 Co Decant
 Sun Alt 71 14
 the Sun 7 33
 half Sun 16 9 7 56 Co Sun
 18 02 9 7996 Sun
 19 58 58 Sun
 9 7 79 59 half Sun

More Long of the same

32526
20

84	47	45
32	13	

82	=	06			90
70	=	59	26	10	4812
82	=	06	00	9	42790
		50	21	0	5533

Defect 01 = 23
Q. All 48 = 58

AD 5730

half - an

44-48-0-0030-10 T

12-28-00 3528-T

$45 = 17 - 59 \quad 997607$
 $7.43 \text{ a.k.} \quad 3534$

f Jan 57-52-59-7446.0
 2 1032-00-00-102150
 2 1000-24-58-05654P
 Account Oct 48-57-0565

90 = 19 58
31-

31 - 1000

20	20
----	----

48. 57. - Seed On 10.

90 3.4 3.2 Ched. D. 11

Page 52 next preceding

3 Next

100 = 4206 p1

2604-01

2. 2. 4 = 1602 = 017

$$00 = 00$$

$4 = 0.4 = 8$

[Faint handwritten notes from another page are visible through the paper.]

13-28 The day at French...

11

W. J. Hall in East of London

1600

Wm. B. Greenwell



